

**DO IT
THE SAFE WAY
— OR DON'T DO IT**

TERMINAL SUPERINTENDENT

K. A. MOORE..... West-Colton

SR. ASST. TERMINAL SUPERINTENDENT

G. V. DE LELLIS..... West Colton

ASST. TERMINAL SUPERINTENDENTS

R. E. FANNING..... Los Angeles
F. L. STOVALL..... Los Angeles
P. N. GARRETT..... Los Angeles
R. D. MALDONADO..... Los Angeles
T. D. ELLEN..... Los Angeles
H. L. HAMPTON..... West Colton
C. R. SCHNOEBELEN..... West Colton
C. H. PARKER..... West Colton
E. F. EVANS, JR..... West Colton
J. E. DUNCAN..... West Colton

TRAINMASTERS

G. C. TOWNSEND..... Santa Barbara
J. H. MATLEAN..... Gemco
F. R. SHACKELFORD..... Long Beach
M. L. IRVINE..... City of Industry
R. J. BRANDI..... Fresno
L. E. TIBBS..... Fresno
J. BAUER III..... Bakersfield
W. S. KELLY..... Mojave
W. A. GILES..... Yuma

ROAD FOREMEN OF ENGINES

A. E. JESS..... San Luis Obispo
R. J. SVOBODA..... Los Angeles
R. A. TURNBEAUGH..... Los Angeles
J. J. PLANK..... Bakersfield
R. R. PARK..... West Colton

CHIEF TRAIN DISPATCHER

R. M. GREGORY..... Los Angeles

ASSISTANTS TO SUPERINTENDENT

C. W. MEADOWS..... Los Angeles
G. R. FETTY..... Los Angeles

SOUTHERN PACIFIC TRANSPORTATION COMPANY



LOS ANGELES DIVISION TIMETABLE

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**EFFECTIVE SUNDAY, OCTOBER 31, 1976
AT 12:01 A. M.**

**PACIFIC STANDARD TIME
FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

R. L. KING,

Vice President and General Manager.

W. J. LACY,

J. D. RAMSEY,

Regional Operations Managers.

C. T. BABERS,

Assistant General Manager

J. J. WILLIS,

Asst. Vice President—Transportation.

J. W. BREEN,

Superintendent of Transportation.

R. G. THRUSTON,

Superintendent.

A. G. BAYS,

J. O. MARTIN,

K. W. DIXON,

T. J. McDONALD,

Assistant Superintendents.

ASSISTANT TRAINMASTERS

A. J. KIELTY	Los Angeles
D. E. DeYOUNG	Los Angeles
E. BROWN	Los Angeles
T. R. WEAR	Los Angeles
R. E. BRETZIUS	Los Angeles
J. E. GROTHOR	West Colton
A. A. WHATLEY	West Colton
D. C. HEIRD	West Colton
I. YOUNG, JR.	West Colton
D. W. WILLS	West Colton
J. H. CANNON, JR.	West Colton
D. C. MITCHELL, SR.	West Colton
J. A. BROCKETT	West Colton
M. L. PARK	San Luis Obispo
G. L. ERICKSON	Surf
J. L. DEVERE	Gemco
D. R. KLING	Long Beach
G. M. CUTLER	City of Industry
G. M. TODD	City of Industry
E. H. HILDEBRAND	City of Industry
P. K. BAUMHEFNER	City of Industry
P. E. JENSEN	City of Industry
M. HANSEN	City of Industry
G. L. BONNER	City of Industry
M. F. BORDING	Fresno
T. J. ESTLING	Fresno
L. C. LARSON	Bakersfield
W. D. STALLINGS	Palmdale
W. A. HICKS	El Centro

ASSISTANT ROAD FOREMEN OF ENGINES

M. J. MABEN	West Colton
S. L. CULBERTSON	West Colton
J. E. NELSON	Fresno

SANTA BARBARA SUBDIVISION

EAST WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
Mile Post Location			Distance from Burbank
Lompoc and White Hills Branches			
302.7	TO SURF KYPQ	34140	14.0
303.8	1.1 BARODA	34205	12.9
307.6	3.8 POST	34209	9.1
312.4	4.8 LOMPOC BKP	34220	4.3
312.9	0.5 WHITE HILLS JCT	34225	3.8
316.7	3.8 WHITE HILLS	34230	0.0
(14.0)			
Ventura Branch			
397.3	R VENTURA JCT. P	35042	5.3
402.6	5.3 CANET	35117	0.0
(5.3)			
Santa Paula Branch			
403.2	Yd. Ymts. MONTALVO YP	35220	45.5
407.6	4.4 SATICOY	35314	41.1
414.7	1960 Yd. Lmts. 7.1 SANTA PAULA	35327	34.0
424.5	1588 Yd. Lmts. 9.8 FILLMORE	35345	24.2
431.8	1813 7.3 PIRU	35357	16.9
444.1	930 12.3 NEWHALL RANCH	35375	4.6
448.7	Yd. Lmts. E-5040 W-5480 4.6 KIYPQ TO SAUGUS	40000	0.0
(45.5)			
Burbank Branch			
445.5	Yd. Lmts. CHATSWORTH YP	40100	21.3
455.1	9.6 ENCINO	40217	11.7
458.4	3.3 VAN NUYS	40220	8.4
462.8	4.4 NORTH HOLLYWOOD	40230	4.0
466.8	Yd. Lmts. 4.0 BURBANK YP	40310	0.0
(21.3)			
ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
1029E ..	308.3	Lompoc Branch	
.. ..	399.0	La Salle..... (Spur)	34215
.. ..	400.3	Ventura Branch	
.. ..	400.8	Chrisman.....	35105
.. ..	401.4	Wadstrom.....	35107
.. ..	401.4	Ortonville.....	35111
.. ..	401.4	Nitroshell.....	35113
.. ..	404.5	Santa Paula Branch	
539W ..	411.0	Kimball..... (Spur)	35310
686E ..	411.3	Limco..... (Spur)	35319
.. ..	411.3	Haines.....	35321
147W ..	413.3	Briggs..... (Spur)	35324
.. ..	415.9	Kevet.....	35331
.. ..	421.2	Keith.....	35338
.. ..	421.8	Sespe.....	35341
.. ..	428.2	Cavin.....	35349
.. ..	429.9	Buckhorn.....	35353
.. ..	434.3	Camulos.....	35361
633W ..	439.8	Mayo..... (Spur)	35368
.. ..	449.2	Burbank Branch	
1715 ..	453.4	Canoga Park.....	40205
1274 ..	453.4	Tarzana.....	40211

SANTA BARBARA SUBDIVISION

SANTA BARBARA SUBDIVISION

RULE 5. Time at Burbank Jct. applies at end of double track.

RULE 5. Time at Burbank Jct. applies at end of double track.

EASTWARD					Mile Post Location	STATIONS	Station Number	Distance From Los Angeles
SECOND CLASS				FIRST CLASS				
836	834	832	830	12				
Freight	Freight	Freight	Freight	Passenger				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 10.00	PM 3.00	AM 9.00	AM 2.50	PM 2.15	252.1	TO-R SAN LUIS OBISPO BKPQ	34000	221.8
10.06	3.06	9.06	2.56	2.21	254.8	EAST SAN LUIS OBISPO	34005	219.1
10.20	3.17	9.19	3.10	2.35	264.2	GROVER	34016	209.7
					265.9	OCEANO	34019	208.0
10.27	3.24	9.26	3.17	2.41	269.9	CALLENDER	34024	204.0
10.34	3.31	9.34	3.48	2.47	276.5	GUADALUPE BKPQ	34040	197.4
10.39	3.35	9.38	3.52	2.51	280.7	WALDORF	34105	193.2
10.47	3.41	9.46	4.00	2.59	286.5	DEVON	34114	187.4
10.56	3.48	9.55	4.09	3.07	293.2	NARLON	34123	180.7
11.01	3.53	10.00	4.14	3.11	297.2	TANGAIR	34130	176.7
11.08	4.00	10.07	4.50	3.18	302.7	SURF PYQ	34140	171.2
11.14	4.05	10.13	4.56	3.27	307.9	HONDA	34310	166.0
11.25	4.14	10.24	5.07	3.35	317.3	SUDDEN	34321	156.6
11.35	4.22	10.34	5.17	3.45	325.3	CONCEPCION	34329	148.6
11.46	4.32	10.45	5.28	3.56	334.8	SACATE	34342	139.1
PM 11.51	4.37	10.50	5.33	4.01	339.4	GAVIOTA	34347	134.5
AM 12.03	4.49	11.02	5.45	4.12	349.9	CAPITAN	34416	124.0
12.16	5.02	11.15	5.58	4.24	362.8	GOLETA	34435	111.1
12.22	5.08	11.21	6.04	4.30	368.5	WEST SANTA BARBARA	34450	105.4
12.25	5.11	11.24	6.07	4.37	370.7	SANTA BARBARA BKPQ	35000	103.2
12.29	5.15	11.28	6.19	4.41	371.9	EAST SANTA BARBARA	35006	102.0
12.41	5.22	PM 12.16	6.26	4.48	377.3	ORTEGA	35017	96.6
12.46	5.27	12.21	6.31	4.53	381.2	CARPINTERIA	35022	92.7
12.55	5.35	12.30	6.40	5.02	388.6	SEACLIFF	35032	88.3
					397.3	R VENTURA JCT.	35042	78.6
1.08	5.45	12.42	6.53	5.13	398.2	VENTURA	35210	75.7
					403.2	MONTALVO YP	35220	70.7
1.19	5.58	12.53	7.30	5.26	407.8	OXNARD BKPQ	35410	66.1
1.29	6.08	1.03	7.40	5.34	416.6	CAMARILLO	35437	57.3
1.40	6.18	1.13	7.51	5.43	427.1	MOORPARK	35451	46.8
1.52	6.28	1.23	8.02	5.53	437.5	SANTA SUSANA	35468	36.4
2.02	6.37	1.32	8.12	6.03	445.5	CHATSWORTH	40100	28.4
					455.5	GEMCO KPQ	40122	18.4
2.16	6.49	1.45	8.26	6.17	458.4	HEWITT	40125	15.5
2.21	6.54	1.50	8.31	6.22	462.7	BURBANK JCT. KIPQ	40300	11.2
					471.6	GLENDAL	40330	5.7
2.45 AM	7:20 PM	2:15 PM	8:55 AM	6:32	477.1	TO-R LOS ANGELES YD. BKYPQ	40400	4.3
					478.5	DAYTON AVE. TOWER	40410	2.1
					480.7	EAST BANK JCT.	40420	0.9
					481.9	MISSION TOWER	40430	0.6
					482.2	LOS ANGELES BKIYP	40440	0.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
836	834	832	830	12				

WESTWARD				
FIRST CLASS	THIRD CLASS			
13 Passenger	829 Freight	831 Freight	833 Freight	835 Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 2.35	AM 8.45	PM 3.08	PM 9.20	AM 4.25
2.21	8.39	3.00	9.15	4.15
2.11	8.26	2.48	9.02	4.02
2.05	8.19	2.41	8.55	3.55
1.58	8.12	2.25	8.48	3.48
1.54	8.08	2.21	8.42	3.14
1.47	8.00	2.05	8.35	3.06
1.39	7.51	1.56	8.26	2.57
1.34	7.46	1.51	8.21	2.42
1.28	7.39	1.44	8.14	2.35
1.23	7.33	1.38	8.07	2.02
1.12	7.22	1.27	7.54	1.51
1.02	7.12	1.17	7.44	1.41
12.52	7.01	1.06	7.34	1.30
12.47	6.56	1.01	7.29	1.25
12.36	6.45	12.49	7.18	1.14
12.24	6.32	12.36	7.04	1.01
12.18	6.26	12.30	6.57	12.55
s 12.15	6.23	12.27	6.52	12.52
12.08	6.19	12.23	6.47	12.48
12.01 PM	6.12	12.16	6.40	12.41
11.55 AM	6.07	12.11	6.34	12.36
11.46	5.58	12.02 PM	6.25	12.27
11.35	5.45	11.49 AM	6.12	12.14
s 11.23	5.34	11.38	5.58	12.03 AM
11.14	5.24	11.28	5.34	11.23 PM
11.05	5.12	11.17	5.13	11.12
10.55	4.59	11.05	4.59	10.59
10.45	4.48	10.54	4.48	10.48
10.35				
10.32	4.34	10.40	4.34	10.34
10.27	4.29	10.35	4.29	10.29
s 10.17				
	4.00 AM	10.10 AM	4.00 PM	10.00 PM
10.00 AM				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
13	829	831	833	835

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
1772	262.8	Pismo.....	34014
323W	272.4	Bromela.....	34029
	284.8	Shuman..... (Spur)	34111
	287.5	Casmalia.....	34116
	309.2	South Vandenberg....	34312
	331.0	San Augustine.....	34337
	355.0	Naples.....	34422
2322	358.9	Ellwood.....	34427
931W	361.7	La Patera..... (Spur)	34433
	385.7	Punta.....	35029
	392.9	Dulah.....	35037
	400.2	Lemon.....	35215
	405.6	El Rio.....	35405
3115	412.1	Leesdale.....	35430
2012E	419.8	Somis..... (Spur)	35442
1063E	433.5	Simi..... (Spur)	35462
	449.9	Northridge.....	40110
	452.5	La Metro.....	40114
	454.1	Raymer.....	40118
	460.5	Vega.....	40130
	472.1	Burbank.....	40310
670E	475.0	West Glendale. (Spur)	40320
735E	477.9	Industrial..... (Spur)	40340
	481.5	Glendale Jct.....	40340
	482.3	Mission Jct.....	40440

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STOCKTON SUBDIVISION

EAST- WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
SECOND CLASS								FIRST CLASS
430 Freight								365 LABRF 375 LABRT
Leave Daily								Arrive Daily Arrive Daily
AM 10.06	181.9	.1910 Yd. Lmts. R INGLE P	27100	27.4	168.2	8300 CHOWCHILLA P	27005	AM
10.20	193.0	5390 Yd. Lmts. 11.1 KERMAN P	27220	16.3	179.2	8410 11.0 NOTARB P	27019	
10.35	202.5	9.5 PRATTON P	27236	6.8	183.9	4.7 MADERA PQ	27025	
10.50	209.3	Yd. Lmts. 6.8 BKYPQ TO-R FRESNO YARD	27325	0.0	190.2	8350 6.3 IRRIGOSA P	27033	
Arrive Daily	201.8	(27.4)			199.2	10090 9.0 BIOLA JCT. P	27300	
430					201.8	Yd. Lmts. 2.6 BKYPQ TO-R FRESNO YARD	27325	5.40 AM 8.20 AM
						(33.6)		Leave Daily Leave Daily
								365 375

EAST- WARD	Mile Post Location	Riverdale Branch	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WARD WEST-	Distance from Riverdale
	181.9	1910 R	INGLE P	27100		32.7
	199.0	2730	17.1 HELM	27122		15.6
	214.6	730	15.6 RIVERDALE	27145		0.0
						(32.7)

EAST- WARD	Mile Post Location	Biola Branch	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WARD WEST-	Distance
	208.6	Yd. Lmts. R	BIOLA JCT. P	27300		0.0
	200.5		8.1 BIOLA	27315		8.1
						(8.1)

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
880 P	205.3	Crayold	27240
		Riverdale Branch	
530 ..	187.2	Tranquility	27107
1560 ..	191.7	San Joaquin	27114
	206.2	Burrell	27131

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
2450 P	176.5	Berenda	27015
1220W P	186.7	Borden	27039
		Biola Branch	
190W ..	208.2	Rayland	27312
190E ..	202.5	Raco	27306

Shown as information only. Train movements on the Stockton Subdivision are under the control of the Chief Train Dispatcher at Roseville
Refer to Rule 812, Bakersfield Subdivision.

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BAKERSFIELD SUBDIVISION

EAST- WARD	Mile Post Location	Coalinga Branch	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD	Distance from End
	239.1		Yd. Lmts. GOSHEN JCT. YP	27739	55.3	
	239.7		3230 Yd. Lmts. ATSF Ry. Xing KPI			
	252.5		TO-R HANFORD 12.8	27809	42.5	
	255.9		Yd. Lmts. 3.4			
	256.3		ARMONA P	27813	39.1	
	260.8		2840 4.5 LEMOORE P	27819	34.6	
	263.5		2.7 ROSSI P	27825	31.9	
	273.1		2400 9.6 WESTHAVEN P	27852	22.3	
	279.7		2000 6.6 HURON P	27860	15.7	
	287.0		7.3 TURK P	27868	8.4	
	295.4		Yd. Lmts. 8.4 COALINGA YP	27880	0.0	
						(55.3)
			Stratford Branch			
	263.5	R	ROSSI P	27825	7.6	
	271.1		7.6 STRATFORD	27840	0.0	
						(7.6)

EAST- WARD	Mile Post Location	Clovis Branch	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD	Distance from End
	205.5		Yd. Lmts. FRESNO YP	27330	21.5	
	207.0		1.5 ATSF RY. JCT. (Stop)		20.0	
			Via ATSF RY. and FI RY.			
	213.0		1.9 FI RY. JUNCTION (Stop)		12.7	
	214.9		2.5 TARPEY	27363	10.8	
	217.4		1910 2.5 CLOVIS	27367	8.3	
	225.7		620 8.3 ROCKFIELD	27378	0.0	
						(21.5)

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Coalinga Branch	
780W ..	262.4	Cimarron..... (Spur)	27821
..	268.5	Vanguard.....	27850
		Clovis Branch	
880 ..	212.9	Las Palmas..... (On Spur from Cameo, FI Ry.)	27358
..	214.2	Hammer Field. (via F.I. Ry.)	27361
320E ..	216.3	Melvin.....	27365
490W ..	218.5	Glorietta..... (Spur)	27369
..	220.9	Pinedale.....	27372
360E ..	223.0	Copper Ave.....	27375

EAST- WARD	Mile Post Location	Buttonwillow Branch	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD	Distance from End
	313.6		TO-R KERN JCT. KIP	28280	32.7	
	316.7		3.1 STRADER	28320	29.6	
	318.8		2.1 WIBLE ORCHARD	28325	27.5	
	322.6		3.8 GOSFORD	28335	23.7	
	328.4		5.8 STEVENS	28340	17.9	
	346.3		17.9 BUTTONWILLOW	28370	0.0	
						(32.7)

SUNSET RAILWAY COMPANY						
EAST- WARD	S.P. Mile Post Location	Sunset Railway		Station Number	WEST- WARD	Distance From Taft
		STATIONS SIDING CAPACITIES AND FACILITIES				
	322.6	Yard Limits	R GOSFORD	28335	0.0	36.5
	322.6		2316 10.0 CONNOR	28437		
	337.2		2343 4.6 MILLUX	28455		
	350.3		1980 13.1 PENTLAND	28465		
	359.1		8.8 TAFT	28480		
				28490	36.5	0.0
(36.5)						

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	Name	Station Number
1660E Yd. Lmts.	315.3	Buttonwillow Branch	
2640E Yd. Lmts.	316.0	Bakersfield Corrals. (Spur)	28810
1420 ..	381.9	Kayandee	28815
		Rogas	28847

ADDITIONAL STATIONS				
Capacity and Direction of entry into spurs	S.P. Mile Post Location	NAME	Station Number	Sunset Ry. Mile Post Location
719W ..	328.0	Del Kern.....	28446	5.4
1087 P	328.6	Garintee.....	28445	6.0
3387 P	329.6	Lyla.....	28450	7.2
863W ..	334.9	Gulf..... (Spur)	28460	12.5
1284W ..	340.9	Leeve.....	28470	18.3
1259 P	346.6	Banks.....		24.0

BAKERSFIELD SUBDIVISION

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Exeter Branch		Distance
205.5	FRESNO YP	27330	104.3
207.0	Yd. Lmts. 1.5 ATSF Ry Crossing IP		102.8
213.0	LOCANS YP	27413	96.8
215.9	CLOTHO P	27416	93.9
219.8	4360 Yd. Lmts. 3.9 SANGER P	27420	90.0
227.9	8.1 LACJAC P	27428	81.9
228.1	0.2 ATSF Ry, Jct. (Stop) P		81.7
	via ATSF Ry.		
229.1	1.0 ATSF Ry, Jct. (Stop) P		80.7
229.9	4110 Yd. Lmts. 0.8 R REEDLEY P	27430	79.9
235.0	2490 Yd. Lmts. 5.1 TO-R DINUBA P	27435	74.8
243.6	8.6 ATSF Ry, Crossing (Stop) KYP		66.2
257.4	3570 Yd. Lmts. 13.8 TO-R EXETER P	27460	52.4
264.3	5090 Yd. Lmts. 6.9 LINDSAY P	27615	45.5
268.6	1760 Yd. Lmts. 4.3 STRATHMORE P	27625	41.2
274.8	1440 TO-R PORTERVILLE BKP	28010	35.0
282.6	7.8 TERRA BELLA P	28047	27.2
287.1	3380 R 4.5 DUCOR P	28051	22.7
294.9	3330 Yd. Lmts. 7.8 RICHGROVE YP	28059	14.9
299.0	4.1 JASMIN P	28073	10.8
309.8	10.8 FAMOSO P	28200	0.0
	(104.3)		
	Richgrove Branch		
294.9	Yd. Lmts. 2.7 RICHGROVE YPQ	28059	4.1
297.6	TROCHA	28065	1.4
299.0	1.4 JOVISTA	28069	0.0
	(4.1)		
	Visalia Branch		
239.1	Yd. Lmts. R GOSHEN JCT. YP	27739	17.9
245.3	ATSF Ry, Xing (Stop) 7.8 P		
253.1	VISALIA	27520	10.1
263.2	10.1 TO-R EXETER KYP	27460	0.0
257.4			
	(17.9)		

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Arvin Branch		Distance
316.6	Yd. Lmts. 8.0 MAGUNDEN P	28505	16.5
324.6	2.2 LAMONT	28524	8.5
326.8	2.0 RIBIER	28529	6.3
328.8	4.3 DI GIORGIO Y	28532	4.3
333.1	ARVIN	28536	0.0
	(16.5)		
	Oil City Branch		
308.6	Yd. Lmts. 3.0 OIL JCT. YP	28222	3.0
311.6	MALTHA	28235	0.0
	(3.0)		

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
90W ..	209.9	Exeter Branch	
390W ..	214.5	Goldleaf..... (Spur)	27410
539W ..	227.1	Ivesta..... (Spur)	27415
560 ..	232.3	Uva..... (Spur)	27427
90W ..	249.4	Ivanhoe.. Yd. Lmts. (Spur)	27432
780W ..	262.8	Vance..... (Spur)	27449
780E ..	265.8	Stout..... (Spur)	27610
360E ..	272.2	Lisko..... (Spur)	27620
1120 ..	278.0	Lois..... (Spur)	28005
980 ..	280.1	Elmco..... (Spur)	28042
680 ..	291.5	Vestal. Yd. Lmts. (Spur)	28044
1560 ..	295.9	Quality Yd. Lmts. (Spur)	28056
	304.8	Hollis. Yd. Lmts. (Spur)	28072
	307.3	Calico. Yd. Lmts. (Spur)	28081
		Calico. Yd. Lmts. (Spur)	28085
340W ..	257.3	Visalia Branch	
		Rector..... (Spur)	27358
580 Yd. Lmts. ..	316.9	Arvin Branch	
630 Yd. Lmts. ..	318.3	Algozo..... (Spur)	28510
490E Yd. Lmts. ..	321.1	Lonsmith..... (Spur)	28513
430E Yd. Lmts. ..	323.5	Harpertown..... (Spur)	28517
	325.9	West Lamont..... (Spur)	28521
		Patch..... (Spur)	28526
1400 ..	310.5	Oil City Branch	
		Seguro..... (Spur)	28230

BAKERSFIELD SUBDIVISION

EASTWARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
	FIRST CLASS		FIRST CLASS
	340 BRLAT Leave Daily		365 LABRF Arrive Daily
	201.8	27325	178.7
	205.5	27330	175.0
	209.1	27704	171.4
	216.5	27716	164.0
	223.2	27723	157.3
	231.3	27731	149.2
	239.1	27739	141.4
	250.0	27915	130.5
	260.4	28100	120.1
	272.4	28114	108.1
	280.7	28126	99.8
	283.1	28131	97.4
	292.6	28200	87.9
	299.7	28209	80.8
	305.8	28218	74.7
	PM 11.20	28250	67.6
	312.9	28280	66.9
	313.6	28505	63.9
	316.6	28605	60.4
	320.1	28611	55.5
	325.0	28615	52.6
	327.9	28619	49.2
	331.3	28624	45.4
	335.1	28631	41.1
	335.2	28633	38.3
	339.5	28638	35.1
	342.3	28642	31.8
	345.5	28646	28.8
	348.8	28649	26.5
	351.8	28655	24.0
	354.1	29000	20.1
	356.6	29003	18.3
	356.7	29012	10.3
	360.6	29016	6.4
	362.4	29030	0.0
	370.4		
	374.3		
	380.7		
	1.30 AM Arrive Daily		
	340		

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
1350 ..	208.3	Calwa.....	27700
4150 ..	210.4	Malaga.....	27707
3550 ..	215.1	Fowler.....	27713
7000 ..	220.7	Selma.....	27721
3540 ..	225.6	Kingsburg.....	27726
490E ..	245.6	Tagus.....	27910
4300 ..	255.8	Oetol..... (Spur)	27925
	266.8	Pixley.....	28109

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
2010E ..	276.5	Radnor.....	28121
6960 ..	284.5	Vinland..... (Spur)	28135
370W ..	287.0	McFarland.....	28138
6970 ..	290.3	Cabernet..... (Spur)	28150
5600 ..	295.9	Slater.....	28204
2060E ..	300.5	Lerdo.....	28211
3870 ..	308.6	Oil Jct.....	28222
	365.0	Monolith.. Yd. Lmts. (Spur)	29006

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MOJAVE SUBDIVISION

WESTWARD

EAST- WARD FIRST CLASS	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from West Colton	WESTWARD									
					FIRST CLASS		SECOND CLASS							
340					365	375	801	515	517	803	519	805	521	
BRLAT					LABRF	LABRT	Freight	Freight	Freight	Freight	Freight	Freight	Freight	
Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
AM 1.40	380.7	Yd. Lmts. TO-R MOJAVE BKYPQ	29030	113.5	AM 12.35	AM 2.45	AM 8.07	AM 8.27	PM 2.27	PM 3.59	PM 8.27	PM 10.20	AM 2.40	
1.42	381.3	0.6 EAST MOJAVE	29302	112.9			8.06	8.24	2.24	3.55	8.24	10.19	2.36	
1.51	390.4	8340 TO ANSEL PQ	29312	103.8	12.25	2.35	7.57	8.15	2.15	3.46	8.15	10.10	2.27	
2.01	399.9	8350 TO OBAN P	29324	94.3	12.15	2.25	7.49	8.05	2.05	3.36	8.05	10.00	2.17	
2.07	405.5	5782 Yd. Lmts. LANCASTER P	29331	88.7	12.09	2.19	7.43	7.56	1.56	3.29	7.56	9.54	2.07	
2.14	409.8	8350 TO DENIS P	29338	84.4	12.04	2.14	7.26	7.50	1.50	3.18	7.50	9.48	1.50	
2.17 AM	413.8	Yd. Lmts. No. 1-3570 - No. 2-7420 BIKPQ TO-R PALMDALE 4.0	29345	8.40	12.01 AM	2.10 AM	7.21 AM	7.40	1.45	3.13 PM	7.45	9.43 PM	1.45	
	435.1	7560 WASH	29368	59.1				7.18	1.18		7.18		1.18	
	451.1	7480 TO PHELAN PQ	29384	43.1				6.57	12.57		6.57		12.57	
	463.0	7270 TO HILAND PQ	29396	31.2				6.43	12.43		6.43		12.43	
	470.0	7950 TO CANYON PQ	29403	24.2				6.13	12.13 PM		6.13		12.13 AM	
	481.0	7420 TO DIKE IP	29414	13.2				5.28	11.28 AM		5.28		11.28 PM	
	489.8	7420 TO BENCH IP	29422	4.4										
	491.1	7420 TO SLOVER IP	29424	3.1										
	494.2	7420 TO WESTCOLTON BKYPQ	45500	0.0										
535.7														
Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
340		(113.5)			365	375	801	515	517	803	519	805	521	

Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance	WESTWARD	
				701	703
380.7	Yd. Lmts. TO-R MOJAVE BKYPQ	29030	138.1	AM 10.45	AM 3.30
380.8	0.1 CHAFFEE	29205	138.0		
402.5	1970 CANTIL	29215	116.3		
428.4	2600 Yd. Lmts. SEARLES Y	29240	90.4	9.00 AM	2.00 AM
447.2	2470 INYOKERN	29250	71.6		
461.6	14.3 LINNIE	29260	57.3		
493.3	1230 31.8 OLANCHA	29280	25.5		
518.8	1320 Yd. Lmts. LONE PINE BKYPQ	29299	0.0		
	(13 8.1)				
				Leave Daily	Leave Daily
				701	703

OAK CREEK BRANCH			
Mile Post	STATIONS	Station Number	Distance
380.7	Yd. Lmts. TO-R MOJAVE BKYPQ	29030	9.2
389.9	9.2 CREAL	29120	0.0
	(9.2)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
680E ..	408.5	Lone Pine Branch	29225
.. ..	471.5	Saltdale.....(Spur)	29270
.. ..	475.6	Coso.....	29275
340 ..	509.2	Sykes.....	29290
		Bartlett.....	29290

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
2450 P	384.4	Fleta	29305
2250 P	394.0	Rosamond	29317
6480W ..	460.0	Hivolt	29393
		(Spur)	

RULE 5.
Time at Palmdale on Mojave Subdivision applies at Junction Switch at MP 414.42.

MOJAVE SUBDIVISION

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WESTWARD

EAST- WARD FIRST CLASS	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Los Angeles	WESTWARD				
					FIRST CLASS		SECOND CLASS		
340					365	375	801	803	805
BRLAT					LABRF	LABRT	Freight	Freight	Freight
Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 2.17	413.8	No. 1-3570-No. 2-7420 TO-R PALMDALE BKIPQ	29345	68.9	AM 12.01	AM 2.10	AM 7.21	PM 3.13	PM 9.43
2.21	416.3	4600 HAROLD	29510	66.4	PM 11.58	2.07	7.17	3.09	9.39
2.31	420.5	6350 Yd. Lmts. VINCENT P	29516	62.2	11.50	1.59	7.08	3.00	9.30
2.38	425.0	4160 4.5 PARIS P	29521	57.7	11.42	1.42	6.38	2.40	9.10
2.47	429.0	6090 4.0 RAVENNA P	29527	53.7	11.35	1.35	6.15	2.30	9.00
2.57	434.6	3960 5.6 RUSS P	29534	48.1	11.21	1.21	5.58	2.15	8.40
3.09	438.6	4990 4.1 LANG P	29539	44.0	11.12	1.12	5.44	2.01	8.26
3.15	443.0	4110 4.3 HUMPHREYS P	29544	39.7	11.04	1.04	5.34	1.51	8.16
3.20	443.1	3870 3.8 HONBY P	29550	35.9	10.56	12.56	5.26	1.41	8.05
3.27	446.9	E-5040 W-5480 Yd. Lmts. SAUGUS 3.7 IYPQ	40000	32.2	10.49	12.49	5.18	1.31	7.54
3.34	450.6	8470 2.4 NEWHALL IP	40010	29.8	10.45	12.45	5.12	1.25	7.48
3.45	453.0	6050 6.2 SYLMAR P	40030	23.6	10.30	12.30	4.53	1.05	7.28
3.49	459.2	4600 2.6 TO SAN FERNANDO P	40040	21.0	10.27	12.27	4.48	1.00	7.24
3.52	461.8	3070 1.6 PACOIMA P	40050	19.4	10.25	12.25	4.45	12.55	7.20
3.58	463.4	4260 4.5 SUN VALLEY P	40060	14.9	10.20	12.20	4.35	12.45	7.10
4.09	467.9	TO BURBANK JCT. KIPQ	40300	11.2	10.15	12.15 AM	4.25	12.35	7.05
	471.6	0.5 BURBANK YP	40310	10.7					
	472.1	5.0 GLENDALE P	40330	5.7					
	477.1	TO-R LOS ANGELES YD. BKYPQ	40400	4.3			4.01 AM	12.10 PM	6.40 PM
4.25 AM	478.5	2.2 DAYTON AVE. TOWER	40410	2.1	9.15 PM	11.15 PM			
	480.7	1.2 EAST BANK JCT.	40420	0.9					
	481.9	0.3 MISSION TOWER	40430	0.6					
	482.2	0.6 LOS ANGELES BKYPQ	40440	0.0					
Arrive Daily		(68.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
340					365	375	801	803	805

RULE 5. Time at Burbank Jct. applies at end of double track.

Time at Vincent will apply for Westward trains at end of double track MP 419.98. Time at Vincent will apply for Eastward trains at end of double track MP 421.33.

Time at Palmdale on Mojave Subdivision applies at Junction Switch at MP 414.42.

COLTON SUBDIVISION

EAST- WARD	STATIONS	Station Number	WEST- WARD
	SIDING CAPACITIES AND FACILITIES		
	Santa Ana Branch		
Mile Post Location	Yd. Lmts.		Distance
489.1	FIRESTONE PARK Y	43200	35.9
492.1	PATATA IP	43220	32.9
495.0	DOWNEY	43240	30.0
497.6	STUDEBAKER IY	43250	27.4
499.1	NORWALK	43310	25.9
504.4	BUENA PARK Y	43340	20.6
509.0	ANAHEIM BKYPQ	43410	16.0
511.9	SOUTH ANAHEIM	43440	13.1
517.0	SANTA ANA	43620	8.0
519.4	DYER	43640	5.6
525.0	COSTA MESA	43660	0.0
(35.9)			
	Puente Branch		
497.6	STUDEBAKER IY	43250	15.5
500.7	LOS NIETOS BKIPQ	43050	12.4
504.9	BARTOLO P	43060	8.2
511.5	Via UP RR. PUENTE JCT. P	43070	1.6
513.1	CITY OF INDUSTRY BKYPQ	44710	0.0
500.7			
(15.5)			
	Stanton Branch		
509.0	ANAHEIM BKYPQ	43410	13.5
513.6	R NORTH STANTON Y	43795	8.9
514.3	LOS ALAMITOS JCT.	43810	8.2
517.5	WESTMINSTER	43830	5.0
519.6	SMELTZER	43840	2.9
520.7	WINTERSBURG	43850	1.8
522.5	HUNTINGTON BEACH	43860	0.0
(13.5)			
	Los Alamitos Branch		
514.3	LOS ALAMITOS JCT. Y	43810	3.8
518.1	LOS ALAMITOS	43820	0.0
(3.8)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
..	490.1	Santa Ana Branch	
..	493.2	Ardmore... (Spur)	43210
..	493.2	Vinvale... (Spur)	43230
..	501.2	Carmenita... (Spur)	43320
..	516.3	Tustin Branch	
..	519.4	Orange... (On Spur)	43520
..	519.4	El Modena... (Spur)	43540
..	493.2	La Habra Branch	
..	493.5	Laguna...	43042
..	493.5	McCampbell...	43044
..	493.8	Downey Road...	43045
..	494.4	Pico Rivera...	43047
..	495.0	Burke...	43048
..	500.4	Bethel...	43110
..	501.6	Scott...	43120
..	502.5	Leffingwell...	43125
..	508.0	Oleo...	43170

ANAHEIM BRANCH
Between Fullerton Jct. and Anaheim, trains and engines are governed by Operating Rules, Timetable and Special Rules of U.P.R.R. Co.

EAST- WARD	STATIONS	Station Number	WEST- WARD
	SIDING CAPACITIES AND FACILITIES		
	West Santa Ana Branch		
Mile Post Location	Yd. Lmts.		Distance
490.8	WATTS	41560	24.1
492.7	LOS ANGELES (124th St.)	43710	22.2
496.1	PARAMOUNT I	43715	18.8
497.0	CRUTCHER	43720	17.3
498.7	BELLFLOWER	43730	16.2
501.7	ARTESIA	43745	13.2
504.8	CYPRESS	43765	10.1
508.0	R NORTH STANTON	43795	6.9
512.5	GARDEN GROVE	43950	2.4
514.9	WEST SANTA ANA	43960	0.0
(24.1)			
	Tustin Branch		
511.9	SOUTH ANAHEIM I	43440	10.5
514.5	MARLBORO I	43510	7.9
516.7	VILLA PARK	43530	5.7
522.4	TUSTIN	43550	0.0
(10.5)			
	La Habra Branch		
487.5	SLAUSON JCT. IY	41520	22.1
487.6	HUNTINGTON PARK	43005	22.0
489.2	FRUITLAND	43010	20.4
490.0	BELL I	43015	19.6
491.2	JUNCTION TRANSFER	43025	18.4
492.1	WALKER	43030	17.5
492.9	CITY OF COMMERCE	43040	16.7
496.5	LOS NIETOS BKIPQ	43050	13.1
497.2	SANTA FE SPRINGS	43080	12.4
498.3	VALLA	43105	11.3
500.8	COLIMA	43115	8.8
503.7	DES MOINES	43130	5.9
504.9	LA HABRA	43140	4.7
505.8	R FULLERTON JCT.	43150	3.8
507.7	BREA	43160	1.9
509.6	BREA CHEM	43180	0.0
(22.1)			
	Whittier Branch		
497.2	SANTA FE SPRINGS	43080	2.3
499.5	WHITTIER	43090	0.0
(2.3)			
	Anaheim Branch — U.P.R.R.		
10.5	R FULLERTON JCT.	43150	9.9
15.5	ATSFY. CROSSING I		4.9
17.3	FULLERTON	43155	3.1
20.4	ANAHEIM	43410	0.0
(9.9)			

COLTON SUBDIVISION

EAST- WARD	STATIONS	Station Number	WEST- WARD
	SIDING CAPACITIES AND FACILITIES		
	Wilmington Branch		
Mile Post Location	Yd. Lmts.		Distance
485.7	LOS ANGELES (J Yard) BKPKQ	41030	14.0
487.5	SLAUSON JCT. IY	41520	12.2
490.8	WATTS	41560	8.9
495.7	COMPTON	42220	4.0
496.5	CARSON	42260	3.2
497.7	DOMINGUEZ	42250	2.0
498.4	R DOLORES BKPKQ	42420	1.3
499.7	WATSON	42430	0.0
(14.0)			
	East Long Beach Branch		
496.5	DOMINGUEZ	42250	6.5
498.2	COTA	42305	4.8
502.0	NORTH LONG BEACH	42315	1.0
503.0	EAST LONG BEACH	42325	0.0
(6.5)			
	El Segundo Branch		
490.8	WATTS	41560	9.2
493.0	SOUTH LOS ANGELES	42025	7.0
496.0	CYPAVE	42040	4.0
497.7	HAWTHORNE	42050	2.3
499.6	WISE TRANSFER	42070	0.4
500.0	EL SEGUNDO (STD. OIL)	42075	0.0
(9.2)			
	Torrance Branch		
493.0	SOUTH LOS ANGELES	42025	9.9
496.8	GARDENA	42120	6.1
497.3	HERMOSILLO	42130	5.6
500.7	DOLANCO	42140	2.2
501.0	TORRANCE BPQ	42150	1.9
502.9	END OF BRANCH	42170	0.0
(9.9)			
	Santa Monica Branch		
485.7	LOS ANGELES (J Yard) BKPKQ	41030	14.1
485.7	AMOCO	41205	14.1
486.0	NEVIN	41210	13.8
487.3	JEFFERSON SIDING	41215	12.5
487.8	GRAND AVE.	41220	12.0
490.7	CIENEGA	41225	9.1
493.2	SETOUS	41230	6.6
494.2	R CULVER JCT. P	41235	5.6
495.3	PALMS	41245	4.5
496.8	TALAMANTES	41250	3.0
497.0	HOME JCT.	41260	2.8
498.5	BERGAMOT	41270	1.3
499.8	END OF BRANCH		0.0
(14.1)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
..	494.1	San Pedro Branch	
11269	495.3	East Compton.....	42230
2596	497.7	Reyes.....	42240
1960	498.4	Elftman.....	42410
1568	502.1	Dolores.....	42420
..	502.9	Blinnville.....	42510
..	505.5	Wilmington.....	42520
..	507.0	San Pedro.....	42580
..	507.0	Point Firmin.....	42590
..	484.5	Wilmington Branch	
..	488.5	8th Street Yard.....	41020
7301	488.7	Wingfoot... (On Spur)	41530
490E	489.7	Nadeau (3 Tracks).....	41540
..	491.3	Graham Yard.....	41550
..	491.3	Abila..... (Spur)	42210
..	491.7	El Segundo Branch	
2743	493.8	Centralia.....	42010
686E	499.2	Delta..... (Spur)	42030
..	500.0	Wise.....	42060
..	495.7	Alstan.....	42075
..	495.7	Torrance Branch	
..	495.7	Athens.....	42110

COLTON SUBDIVISION

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COLTON SUBDIVISION

EAST- WARD		STATIONS		WEST- WARD		EAST- WARD		STATIONS		WEST- WARD	
Mile Post Location		SIDING CAPACITIES AND FACILITIES		Distance from El Monte		FIRST CLASS		SIDING CAPACITIES AND FACILITIES		FIRST CLASS	
		State Street Line				2 Passenger		Alhambra Line		1 Passenger	
		Station Number		Distance from El Monte		Leave Sun., Tues. & Fri.				Arrive Sun. Wed. & Fri.	
		Automatic Block Signal System						Automatic Block Signal System			
		Yard Limits						Yard Limits			
		TO-R BKYPQ						TO-R BKYPQ			
		LOS ANGELES YARD		40400				LOS ANGELES YD.		40400	
		2.2						2.2			
		DAYTON AVE TOWER		40410				DAYTON AVE. TOWER		40410	
		1.2						1.2			
		EAST BANK JCT.		40420				EAST BANK JCT.		40420	
		0.3						0.9 BKYPQ			
		MISSION TOWER		40430				LOS ANGELES		40440	
		0.2 P						0.6			
		STATE STREET JCT.		44054				MISSION TOWER		40430	
		1.1						0.6			
		STATE STREET		44040				TAYLOR JCT.		40425	
		EL MONTE 10.5 P						4.9 P			
		(STATE STREET CONNECTION)						ALHAMBRA		41080	
		(15.4)						6.9			
								EL MONTE		44040	
								2.7			
								BASSETT		44050	
								3.4 BKYPQ			
								CITY OF INDUSTRY		44710	
								2.8 P			
								MARNE		44720	
								3.3 P			
								WALNUT		44730	
								7.5 BKYPQ			
								POMONA		45130	
								3.5 P			
								MONTCLAIR		45315	
								2.4 P			
								ONTARIO		45320	
								3.6 P			
								GUASTI		45340	
								5.9 YP			
								SOUTH FONTANA		45370	
								6.0 BKYPQ			
								WEST COLTON		45500	
								(57.2)			

EAST- WARD		STATIONS SIDING CAPACITIES AND FACILITIES		Station Number	WEST- WARD
Mile Post Location		Baldwin Park Branch			
497.3	Yard Limits	2597	BASSETT P	44050	40 5
500.9		2940	3.6 BALDWIN PARK BKPQ	44310	36.9
502.0		R	1.1 ORANGE AVE. JCT.	44320	35.8
505.3			3.3 COVINA	44540	32.5
509.9		L	4.6 SAN DIMAS	45017	27.9
511.3			1.4 LA VERNE	45021	26.5
515.3			4.0 CLAREMONT I	45029	22.5
518.7			3.4 UPLAND	45043	19.1
522.8			4.1 ALTA LOMA	45047	15.0
527.1			4.3 ETIWANDA	45063	10.7
532.3			5.2 FONTANA	45066	5.5
534.8			2.5 RIALTO	45068	3.0
537 8	R	3.0 BENCH P	29422	0.0	
489.8					

(40.5)

EAST- WARD		Milepost Location	Azusa Branch	Station Number	WEST WARD
502.0	R		ORANGE AVE. JCT.	44320	5.0
502.4			^{0.4} IRWINDALE	44410	4.6
504.6			^{2.2} KINCAID	44420	2.4
507.0			^{2.4} AZUSA	44430	0.0
(5.0)					
Chino Branch					
514.3	R		POMONA ^{BKPK}	45130	5.7
520.0			^{5.7} CHINO	45230	0.0
(5.7)					

↑

ADDITIONAL STATIONS				
Capacity and Direction: of entry into spurs		Mile Post	NAME	Station Number
..	..	504.0	Baldwin Park Branch	
..	..	508.7	Azusa Ave.....	44530
294W	..	513.3	Lone Hill.....	45013
980W	..	525.0	North Pomona.....	45025
			Grapeland.....	45055

COLTON SUBDIVISION

EASTWARD					WESTWARD				
FIRST CLASS					FIRST CLASS				
2					1				
Passenger					Passenger				
Leave Sun., Tues. & Fri.					Arrive Sun., Wed. & Fri.				
PM 10.40					AM 5.35				
				535.7					197.0
				538.7					194.0
				539.0					193.7
				542.6					190.1
				562.0					170.7
				565.5					167.2
				568.2					164.5
				574.1					158.6
				576.2					156.5
				578.6					154.1
				582.6					150.1
				588.1					144.6
				591.6					141.1
				595.1					137.6
				599.0					133.7
				606.5					126.2
				610.9					121.8
				614.4					118.3
				619.5					113.2
				625.2					107.5
				633.3					99.4
				639.6					93.1
				646.8					85.9
				655.6					77.1
				660.1					72.6
				667.5					65.2
				674.4					58.3
				682.0					50.7
				690.1					42.6
				698.1					34.6
				705.8					26.9
				712.3					20.4
				720.7					12.0
				727.0					5.7
				731.9					0.8
				732.7					0.0

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
326W P	544.5	Bryn Mawr.....	45640
163E	546.5	Redlands... (Spur)	45805
170E	551.0	Ordway..... (Spur)	45809
..	552.7	El Casco..... (Spur)	45815
..	571.5	Owl.....	45905
..	716.6	Ogilby..... (Spur)	49076

STATIONS	
SIDING CAPACITIES AND FACILITIES	
TO-R WEST COLTON	BKPYI
SANTA FE INTERLOCKING	IP
COLTON	P
LOMA LINDA	P
BEAUMONT	P
PERSHING	
BANNING	
CABAZON	
MONS	
FINGAL	
WEST PALM SPRINGS	
GARNET	
SALVIA	
RIMLON	
THOUSAND PALMS	
MYOMA	
INDIO	P
COACHELLA	
THERMAL	
MECCA	
MORTMAR	
FERRUM	
BERTRAM	
FRINK	
WISTER	P
NILAND	
IRIS	
REGINA	
ACOLITA	
GLAMIS	
CLYDE	P
CACTUS	P
DUNES	
ARAZ	P
COLORADO	
YUMA	BKYPQ

STATIONS	
SIDING CAPACITIES AND FACILITIES	
TO-R WEST COLTON	BKPYI
SANTA FE INTERLOCKING	IP
COLTON	P
LOMA LINDA	P
BEAUMONT	P
PERSHING	
BANNING	
CABAZON	
MONS	
FINGAL	
WEST PALM SPRINGS	
GARNET	
SALVIA	

COLTON SUBDIVISION

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Redlands Branch		
544.5	R BRYN MAWR ^{3.3}	45640	6.9
547.8	REDLANDS, 2nd STREET ^{3.6}	45720	3.6
551.4	CRAFTON ^(6.9)	45740	0.0
	San Bernardino Branch		
539.0	COLTON ^{2.8} YP	45510	10.2
541.8	SAN BERNARDINO ^{1.2}	45070	7.4
543.0	NORTON AIR BASE ^{6.2}	45075	6.2
549.2	NORTH REDLANDS ^(10.2)	45090	0.0

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Calexico Branch		
667.5	N-12168 S-8548 NILAND ^{8.2} YP	46080	41.0
675.7	CALIPATRIA ^{10.5} PQ	47018	32.8
686.2	BRAWLEY ³⁶⁷⁵ P	47215	22.3
695.6	IMPERIAL ^{3.8} BKYPQ	47230	12.9
699.4	TO-R EL CENTRO ^{4.6} P	47240	9.1
704.0	HEBER ^{4.5} P	47520	4.5
708.5	CALEXICO ^(41.0) P	47530	0.0

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Sandia Branch		
713.7	TO-R EL CENTRO ^{10.2} BKYPQ	47240	0.0
703.5	HOLTVILLE ^{12.3} YPQ	47360	10.2
691.2	END OF BRANCH ^(22.5)		22.5

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	YUMA VALLEY RAILROAD		
0.0	TO-R YUMA ^{6.1} BKYPQ	49095	18.1
6.1	STEAM ^{8.9}	49110	12.0
15.0	SOMERTON ^{3.1}	49120	3.1
18.1	END OF BRANCH ^(18.1)		0.0

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
	Riverside Branch		
539.0	R COLTON ^{6.4} YP	45510	6.4
545.4	RIVERSIDE JCT.	45555	0.0
	(6.4)		

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		San Bernardino Branch	
..	546.2	Marigold	45080
..	548.0	Crown Jewell	45085
		Riverside Branch	
441W	541.2	Grand Terrace	45540
..	542.3	Highgrove	45545
..	543.3	Orange Center	45550
98E	544.2	Iowa Ave.	45553
		Redlands Branch	
..	545.0	Motor Jct.	45710
..	550.5	Mentone	45730
		Calexico Branch	
3430	672.0	Estelle	47010
1763	681.0	Rockwood	47207
..	690.3	Grape	47220
..	691.4	Carlton	47225
1029E	701.5	Jewett	47510
		Sandia Branch	
..	691.7	Orita	47440
..	694.2	Curlew	47430
..	697.5	Sandia	47420
..	699.4	Fuller	47410
2646	704.5	Rico	47350
2156	707.6	Meloland	47340
883E	710.6	Anza	47330

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE A. Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department effective October 31, 1976.

DEFINITIONS

Holidays:

New Year's Day, January 1,
Washington's Birthday, third Monday in February,
Memorial Day, last Monday in May,
Independence Day, July 4,
Labor Day, first Monday in September,
Veterans Day, November 11,
Thanksgiving Day, fourth Thursday in November,
Christmas Day, December 25.

Note. ADD: Flammable Compressed Gas (FCG): also applies to Flammable Gas (FG).

RULE 21. Trains handling loads of excess dimensions covered by train order must be identified within CTC, Interlocking limits and on double track.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 81-A. Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

RULES 81-A and 104-F. Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

RULE 98. At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

RULE 103. Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that trains are ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

Cars or locomotives must not be left standing, nor switches left open, within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

RULE 104-D. Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass APPROACH CIRCUIT sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push-button box.

RULE 508. Is revised to read:

Except as provided in Rules 509, 663 or 744, when an automatic block signal governing movement ON SINGLE TRACK WITHIN YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

- When a preceding train is seen in the block and intervening track is seen to be clear.
- When view of track is clear to end of second block.
- When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

INTERLOCKING

RULE 663(b). Operator (or dispatcher where applicable) may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated, movements may be authorized under provisions of this rule; however, before making movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772, and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

LETTER-TYPE INDICATORS

RULE 705. For information concerning letter-type indicators in connection with Hot Box Detectors and their appurtenances refer to Rule 827.

CENTRALIZED TRAFFIC CONTROL

RULE 782. White light which may appear on side of relay housing is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with train dispatcher, except when a train is closely approaching.

GENERAL REGULATIONS

RULE 825. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

Many new cars are equipped with truck-mounted brakes, (Wabco, Nycopac, etc.). The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine that hand brake has been released.

Rail skids are hung on posts at locations listed under subdivisions. When using rail skid it must be placed on rail and leading wheel of first car in descending direction run onto rail skid and hand brakes applied if brakes are operative before engine is detached. Train crews picking up cars from these locations must remove rail skid, return to proper location and lock in place where lock is provided.

RULE 827. Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is INDICATION OF OVERHEATING.

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on post or relay case adjacent to detector and will be normally dark. When dragging or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly and make inspection of train and track, advising train dispatcher of conditions found.

Actuation of dragging equipment and/or derailed car detector requires train to be immediately stopped for inspection. To accomplish this without risking immediate derailment or worsening of derailment from brake application, dynamic brake must be used when practicable. When working power and dragging equipment and/or derailed car detector has been actuated, brakes should be applied with an initial reduction; reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

ROLLER BEARINGS
LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

HOT BOX DETECTORS

Four basic types of Hot Box Detectors are utilized. Train crews are to be familiar with the types and locations of these detectors.

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and special instructions.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

Actuation of hot box detector requires train to be immediately stopped for inspection. To accomplish this without causing journal to seize from the brake application, dynamic brake must be used when practicable. When working power and hot box detector has been actuated, brakes should be applied with an initial reduction, reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

TYPE A. LETTER "H" INDICATOR WITH DIGITAL READ-OUT.

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

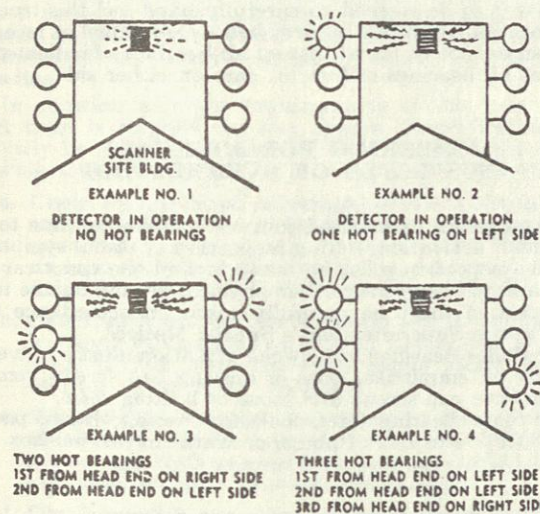
Unless entire train has previously been inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

1. No count shown on readout locator.
2. Red light below readout mark "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

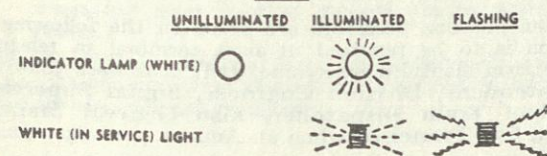
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

TYPE B. LIGHT INDICATOR ARRAY & WHEEL SPRAY.



LEGEND



Detector instrument house is equipped with indicator array consisting of white lights as shown in diagram.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Truck of car with hot bearing will be sprayed with fluorescent dye marker for identification.

Crew members must be alert when passing these locations, and if hot bearing is detected, train must be stopped promptly, and inspection made to locate car with hot bearing.

All bearings on car marked, as well as car ahead, must be inspected.

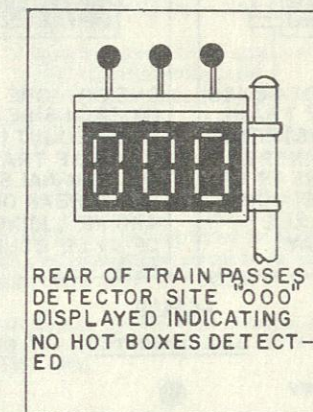
When indicator array indicates hot bearing on train, and no dye marker is observed, all bearings of train must be inspected.

TYPE C. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.

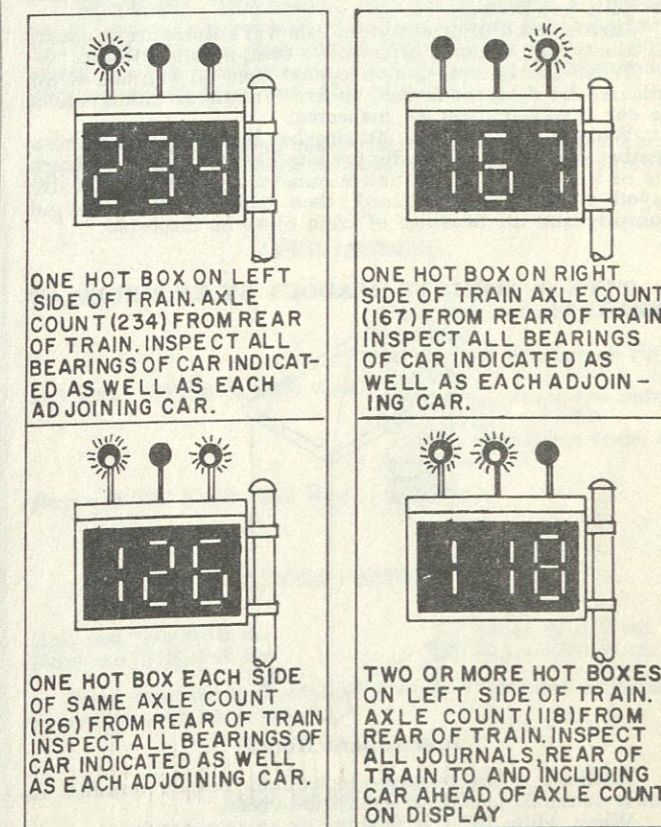
A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds

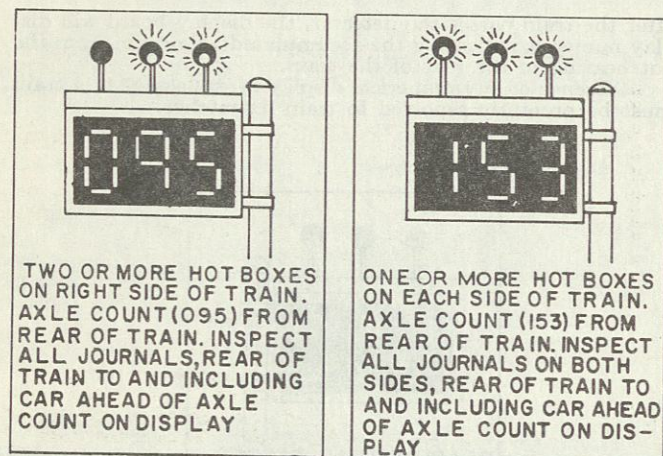
after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.



The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:





LEGEND

UNILLUMINATED

FLASHING

INDICATOR LAMP

As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

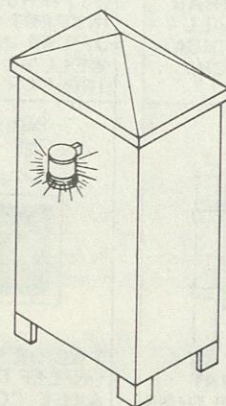
When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out ninety (90) seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five (5) cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and a numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL.



Instrument House

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly and when means of communication is available, crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal. Location will be given as number of cars from caboose and location of journals from trailing end of car right or left: 1, 2, 3, 4 such as "R-3."

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found inspect all bearings of indicated car as well as all bearings of five (5) cars on either side.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train. Inspection must be carefully made in accordance with instructions in Superintendent's Special Notices.

For Roller Bearing Cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For Plain Bearing Cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager Amtrak, San Francisco when an Amtrak passenger train is involved.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five (5) cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher is to notify terminal of mandatory inspection when brought to his attention.

Any roller bearing car which experiences three (3) successive hot box detector actuations must be set out. Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail (CWR) trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading.

In addition to other requirements of this rule, when a CWR train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened, and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

RULES 827-A and 838. FLAMMABLE COMPRESSED GAS (FCG).

Following are shipping names of Flammable Compressed Gas (FCG):

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (butadiene from alcohol)
4905704	Butadiene, inhibited (butadiene from petroleum)
4905703	Butadiene, inhibited (butadiene, impure, for further refining)
4905706	Butane
4905706	Liquefied petroleum gas (butane)
4905702	Butane (butane, impure, for further refining)
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, n.o.s. (dispersant gases, nec. flammable)
4905748	Compressed gases, n.o.s. (iso-butene)
4905775	Compressed gases, n.o.s. (refrigerants, nec. liquid, flammable)
4905713	Cyclopropane
4905716	Difluoroethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)

Standard Transportation Classification Code Shipping Name

4905780	Liquefied petroleum gas (pintsch gas)
4905758	Methylacetylene—propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride—methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydrous
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochloroethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas (FCG), helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing Flammable Compressed Gas (FCG).

Unless specifically authorized, trains or cuts of cars containing Flammable Compressed Gas (FCG) must not exceed 100 cars or 8,000 tons.

RULE 829. In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail (CWR) train, the CWR train must also be inspected to determine rails are in position in the roller racks, that ends of continuous rail are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

RULE 872. Enginemen, when taking charge of through freight or passenger engines at San Luis Obispo, Santa Barbara, Los Angeles, Fresno, Bakersfield, West Colton, Colton, Indio, and Yuma, will consider engines as having been amply supplied with water, fuel, sand, and other supplies.

RULE 874. When radio communication is used under provisions of this rule, the following will govern, for example:

APPROACHING

Head end "SP Extra 9200 West."	Hot box detector on right (or left).
	Wide load detector on right (or left).
	Dragging equipment detector on right (or left).
	Person inspecting train on right (or left)."
Rear end "SP Extra 9200 West..."	(Repeat)."

AFTER PASSING

Rear end "Highball the	SP Extra 9200 West."*
Head end "Highball the	SP Extra 9200 West."*

*Stop or other appropriate response if detector or person inspecting train so indicates.

AIR BRAKE RULES

RULE 2, A. Taking Charge of Engines.

Will apply at: San Luis Obispo, Los Angeles, Taylor Diesel Facility, Fresno, Bakersfield, West Colton, Colton and Yuma.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 3. A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

RULE 9. The following series of cars are equipped with ABEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SSW	75700-75799	Gondolas
SSW	78500-78599	Hoppers (Open Top)
SP	333500-334399	Gondolas
SP	337500-337599	Gondolas
SP	345000-345669	Gondolas
SP	354000-354749	Gondolas
SP	463500-464899	Hoppers (Open Top)
SP	467500-467549	Hoppers (Open Top)
SP	480000-480193	Hoppers (Open Top)
SP	491000-491059	Hoppers (Covered)
SP	492000-492039	Hoppers (Covered)
SP	500604	Flat Car
SP	590000-590099	Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic change-over feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP	337600-337699	Gondolas
SP	354750-355299	Gondolas
SP	463337-463486	Hoppers (Open Top)
SP	464000-465699	Hoppers (Open Top)
SP	590100-590131	Flat Cars (Anode)
SP	595500-595624	Cradle Flats

RULE 17. When dynamic brakes are not used on helper engine(s), tonnage of such engine(s) must be added to that of train in determining the number of retaining valves required.

RULE 21. Trainmen must not couple air hoses on outgoing trains at San Luis Obispo, Dolores, South Gate, Los Nietos, City of Industry, Mojave, Colton, Indio, and El Centro until train is made up and the caboose and road engine is on train.

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance.

RULE 24-G. Will apply at: San Luis Obispo, Santa Barbara, Los Angeles, Fresno Yard, Bakersfield, West Colton, Indio and Yuma.

RULE 27. First paragraph is revised to read:

Refer to Rule 102 of the Rules and Regulations of the Transportation Department regarding procedures when a train or engine with a cut of cars, in motion, on main track or siding has an emergency application of air brakes.

RULE 33. Freight trains containing operative radio controlled remote locomotives handling cars with single capacity brakes, with tonnage exceeding 80 tons per operative brake, with a maximum of 85 tons per operative brake, must not exceed 50 MPH; except maximum speed must not exceed 25 MPH on descending grades of 1.4 percent or over.

Note: Descending grades of 1.4 percent or over, if any, will be shown under Air Brake Rule 33 each subdivision.

Trains GUWCP, WCESP, FRRVP, BKFRP, and BKRVP containing not less than 90 percent mechanical refrigerator cars, not exceeding 120 cars and/or 90 tons per operative brake, may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH provided train contains no restricted cars or empties except cabooses.

MISCELLANEOUS

1. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
GP 40P-2	EP430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

A. Rule for entraining one helper engine:

- (1) Between Bakersfield and Los Angeles and between Bakersfield and West Colton on trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:

TERRITORY

Bakersfield-Summit	3,700
Rosamond-Summit	4,200
Los Angeles-Vincent	4,100
Palmdale-Vincent	4,000
Colton-Hiland	4,200
Rosamond-Palmdale	10,000
Palmdale-Hiland	10,000
Colton-Beaumont	5,200
Garnet-Beaumont	5,000
San Luis Obispo-Santa Margarita	4,250

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:

TERRITORY

Bakersfield-Summit	3,149
Rosamond-Summit	3,570
Los Angeles-Vincent	3,570
Palmdale-Vincent	3,400
Colton-Hiland	3,570
Rosamond-Palmdale	8,500
Palmdale-Hiland	8,500
Colton-Beaumont	4,420
Garnet-Beaumont	4,250
San Luis Obispo-Santa Margarita	3,812

G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

Train: 42 loads, 87 empties = 5756 tons.
Four-unit road engine (2-GF630, 1-EF623, 1-EF625).
Three-unit helper engine (2-EF623, 1-EF630).
Total road horsepower 10800
Total helper horsepower 7600

Total horsepower 18400

(1) Divide total horsepower by tonnage =
 $\frac{18400}{5756} = 3.196 \text{ HP/T}$

(2) Divide road horsepower by HP/T factor =
 $\frac{10800}{3.196} = 3379 \text{ tons}$

Road engine will handle 3379 tons.

(3) Divide helper horsepower by HP/T factor =
 $\frac{7600}{3.196} = 2377 \text{ tons}$

(4) To determine 1/3 of helper tonnage divide =
 $\frac{2377}{3} = 792 \text{ tons}$

Helper engine will shove 792 tons.

(5) To determine 2/3 of helper tonnage multiply =
 $792 \times 2 = 1584 \text{ tons}$

Helper engine will pull 1584 tons.

(6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.

(7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:

- (a) Reduce tonnage or
- (b) Relocate helper in compliance with instructions. (Item D under General) or,
- (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

(1a) Between West Colton and Yuma helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose on trains not exceeding 120 cars or 6500 tons.

(2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.

(3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by helper engine.

B. Rule for entraining more than one helper engine:

(1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove 1/3 and pull 2/3 of tonnage handled.

(2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by the swing helper.

(3) On ore trains helper engine not exceeding 10,800 operative horsepower may be used immediately ahead of caboose.

(4) On ore trains swing helper must be placed in train with 40% of tonnage between road engine and swing helper.

C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6.

When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short time rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

EXAMPLE:

Train: 170 loads, 2 empties = 13,980 tons
 Three-unit road (1-EF630, 1-EF636, 1-GF633)
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)
 Two-unit rear helper (1-EF618, 1-EF630)

Total road horsepower 9900
 Total swing helper horsepower 13500
 Total rear helper horsepower 4800
 Total horsepower 28200

(1) Divide total horsepower by tonnage =
 $\frac{28200}{13980} = 2.017 \text{ HP/T}$

(2) Divide road horsepower by HP/T factor =
 $\frac{9900}{2.017} = 4908 \text{ tons}$
 Road engine will handle 4908 tons.

(3) Divide swing helper horsepower by HP/T factor = 13500
 $\frac{13500}{2.017} = 6693 \text{ tons}$

Swing helper will handle 6693 tons (total).

(4) To determine 1/3 of swing helper tonnage =
 $\frac{6693}{3} = 2231 \text{ tons}$
 Swing helper will shove 2231 tons.

(5) To determine 2/3 of swing helper tonnage =
 $2231 \times 2 = 4462 \text{ tons}$
 Swing helper will pull 4462 tons.

(6) Divide rear helper horsepower by HP/T factor = 4800
 $\frac{4800}{2.017} = 2380 \text{ tons}$
 Rear helper will handle 2380 tons (total).

(7) To determine 1/3 of rear helper tonnage =
 $\frac{2380}{3} = 793 \text{ tons}$
 Rear helper will shove 793 tons.

(8) To determine 2/3 of rear helper tonnage =
 $793 \times 2 = 1586 \text{ tons}$
 Rear helper will pull 1586 tons.

GENERAL

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than the shove 1/3, pull 2/3 location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper; except trains operated between Bakersfield and West Colton with remote controlled helper in operation may position remote consist to shove not less than 20% nor more than 45% of the total tonnage to be handled by the remote controlled helper.

2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER:

(a) Between Illmon and Tehachapi, Russ and Paris, Mojave and Creal, Helisma and Tayon, and westward through freight trains operating between San Luis Obispo and Santa Margarita empty 70-foot-long or longer equipment must be entrained ten or more cars behind road engine and ten or more cars ahead of helper engine. A flat car with one van, or one container, whether loaded or empty, must be considered as an empty. These instructions will not apply to LABRF, LABRT, or BRLAT.

(b) When average weight of cars in train, other than LAHOT, LAEST, locals, or switchers, is more than 60 tons per car, do not handle any cars which weigh less than 50 tons within five cars of road engine. These instructions will not apply to GSRAF when total tonnage does not exceed 5000 tons, nor to continuous welded rail (CWR) trains.

(c) Certain USAX and DODX flat cars in series 38016 thru 38665 and 39095 thru 39199 are restricted to movement on rear of train and behind any helper engine. Restricted cars will be indicated on Conductor's train list at terminals. When cars listed in above series are picked up at locations other than a terminal, they must be entrained on rear of train and behind any helper unless it is determined that cars are not restricted.

(d) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.

At locations where a Train Mass profile (graph) is furnished train crews, it will identify a car measuring less than 35 feet over coupler pulling faces with the letter "S", and cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L."

Because the majority of cars measuring under 35 feet are tank cars, car code "TS" will identify these cars on train list and/or switch list.

3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E F 4 15 A C 01

Denotes Order of Purchase for Units of same Classification.

Denotes Ownership if other than SPT Co.:
 C = SSW Ownership.

E = SP Equipment Co. owned, leased to SPT Co.

S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab;
 B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

4. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

MAXIMUM SPEED AND LENGTH OF ENGINES

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
AS600	1000-1002	70	70
ES406	1004	45	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409	1190-1199	65	44
AS409	1200-1281	60	45
ES410	1300-1337	65	44
ES615	1400-1442	70	61
AS410	1820, 1842	60	45
ES412	2250-2316	65	44
AS415	2400-2409	65	54
ES415	2450-2689	65	45
ES415	2690-2759	65	48
AS418	2900-2903; 2905-2936	70	57
AS618	2951-2970	70	58
ES620	2971-2976	70	69
EP418	3001-3002; 3004-3010	70	56
AS624	3100-3102	25*	67
AS628	3110-3136	25*	69
AS630	3140-3153	25*	69
EP418	3186-3196	70	56
EP430	3197-3199	70	63
EP636	3200-3209	70	71
EF418	3300-3822	70	56
EF618	3827-3964	70	61
AS420	4000-4009	70	57
EF420	4030-4153	70	56
EF618	4300-4451	70	61
EF423	5000-5017	70	56
GS407	5100-5109	55	37
EF623	5300-5325	70	66
EF425	6500-6681	70	56
GF425	6700-6767; 6800-6865	70	60
EF625	6900-6953	70	61
GF428	7025-7028	70	60
GF628	7150-7159	70	67
EP430	7600-7607	70	59
GF630	7900-7936	70	67
EF630	8300-8306; 8350-8356	70	71
EF630	8400-8488	70	66
GF633	8585-8796	70	67
EF636	8800-9156	70	66
EF636	9157-9404	70	71
EF642	9500-9505	70	71
EF850B	9900-9902	70	88
GF850	9950-9952	70	84
Amtrak Locomotives:			
EP415A	SP Model F7, 110-123	79	51
EP430A	Model F40PH, 200-229	70	56
EP630A	Model SDP40F, 500-649	70	72
Rock Island Locomotives:			
Units Nos. 190 to 299 incl.		70	60
Units Nos. 300 to 339 incl.		70	56
Units Nos. 340 to 399 incl.		70	59
Units Nos. 4700 to 4719 incl.		70	59
BN Locomotives:			
Units Nos. 6800 to 6807 incl.		70	71
B&O Locomotives:			
Units Nos. 3500 to 3519 incl.		70	56
Units Nos. 3540 to 3559 incl.		70	56
Units Nos. 3581 to 3599 incl.		70	56
Units Nos. 3600 to 3699 incl.		70	59
Units Nos. 3700 to 3898 incl.		70	56
Units Nos. 3900 to 3919 incl.		70	56
Units Nos. 6900 to 6956 incl.		70	61
Units Nos. 7400 to 7440 incl.		70	61
Units Nos. 7482 to 7500 incl.		70	61

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
N&W Locomotives:			
Units Nos. 200 to 239 incl.		70	56
Units Nos. 500 to 521 incl.		70	56
Units Nos. 522 to 565 incl.		70	56
Units Nos. 620 to 914 incl.		70	56
Units Nos. 1500 to 1652 incl.		70	66
Units Nos. 1700 to 1814 incl.		70	66
Units Nos. 4100 to 4159 incl.		70	56
Units Nos. 6073 to 6138 incl.		70	71

Nominal Classification	Maximum Speed	Maximum Speed Running Backward with Train or Light
AT&SF Ry: 11 to 90, 300 to 314, 325 to 344	79	45
AT&SF Ry: 100 to 289, 401 to 430, 700 to 751, 2650 to 2893	65	45
AT&SF Ry: 2310 to 2399	45	30

Engines handled dead must not exceed speed shown in table.

*When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

*May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

DRGW, BN and UP diesel units, when used, will be permitted maximum freight train speeds, but must not exceed maximum speed stenciled in cab of each unit.

ANY LOCOMOTIVE NOT LISTED.....35 MPH

5. OTHER INSTRUCTIONS

A. Movement of Locomotives

1. Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 5.

2. ES415 class units, 2680-2759, are equipped with alignment control couplers and may be MU'd in engine consist without regard to location. These engines also may be moved dead on head end of train first behind working units.

3. ES415 class units, 2450-2679, are equipped with hinged coupler stops. With coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head end of train first behind working units.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

4. Many switcher-type engines are not equipped with alignment control couplers or hinged coupler stops. Included are engine classes AS415, AS420, and certain ES412 units (2266, 2271, 2272, 2275, 2276, 2279, 2282-2288 inclusive). These engines are equipped with dynamic brake wire and must, if practicable, be MU'd in accordance with the following rules:

- (a) One switcher unit may be MU'd on head end of a road consist, provided no other engine consist or cars are coupled ahead of such road consist and provided the train is operating in territory where dynamic braking is not required.
- (b) One switcher unit may be MU'd on the rear end of a single unit road engine handling a train provided the train is operating in territory where dynamic braking is not required and no reverse movements are to be made with cars.
- (c) When operating with a mixed consist of road and switcher units in territory where dynamic braking is required, not more than two switcher units of the types listed in Item 4 will be used, subject to the following additional restrictions:
 - (1) If one unit is used, it will be placed as the second unit in engine consist.
 - (2) If two units are used, they will be placed as second and third units in engine consist.
 - (3) A road-type unit must be coupled against the train.
 - (4) If necessary to make a reverse move with cars or train, lead unit must be isolated.
- (d) If it is necessary to operate a mixed consist of road and switcher units with more than two switcher units of the types listed in Item 4, all switcher units must be placed in the lead. If reverse movement is made with cars or train, all units ahead of the two rear switcher units must be isolated.
- (e) If engine consist is made up entirely of switcher units listed in Item 4, not more than two units may be on the line when making a reverse movement with cars or train and those units on line must be located closest to the train.
5. When necessary to handle IN A TRAIN (not MU'd with locomotive consist) engines in classes ES406, ES408, ES408B, ES409E, AS409, ES410E, AS410, ES412 (except units listed in Item 4), GS407, ES412E, AS415, AS420, must be prepared for dead movement as required by Item 6 and placed in train as follows:
 - (a) On head end first behind engine handling train, provided train does not exceed 800 tons.
 - (b) On trains of more than 800 tons, these units must be moved not less than 5 nor more than 10 cars ahead of rear of train and behind any helper engine.
 - (c) Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car not longer than 50 feet.
 - (d) Foreign line engines not equipped with alignment control couplers are to be considered the same as engine classes listed in Item 5.
6. PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN.

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.
Cut in dead engine feature.
Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.
If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut-out cock and place the dual ported cut-out cock in cut in position.
Open the end-cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL equipment:

Close the brake pipe cut-out cock, or place the rotair valve or 3 position brake pipe cut-out cock in dead position.

26 L equipment:

Place the brake pipe cut-off valve in cut out position.
Place the dual ported cut-out cock in open or cut in position, or place the MU 2a valve in lead or dead position.
Open the end-cocks on actuating pipe and brake cylinder equalizing pipe.

7. Extreme caution must be used during dynamic braking or when making reverse move to prevent jackknifing and track damage.

B. Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

C. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

D. Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

E. When a unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from a cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke report must be made to roundhouse foreman or locomotive maintenance forces on duty.
In addition, engineer must make appropriate entry on work report, Form CS 2326.

F. Not more than ten diesel units in operation may be used on head end of any freight train.

G. Repeater Air Car SP 260-266

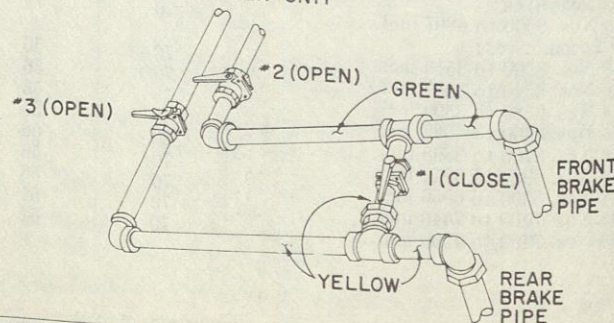
The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from the brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

A. Procedure for adding Repeater Air Car to a train to use Repeater Car Air Equipment.

1. Place as near to center of train as makeup will permit.
2. The RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.
The angle cock on the unused brake pipe on each end of the car must be closed.
3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

TO REPEATER UNIT



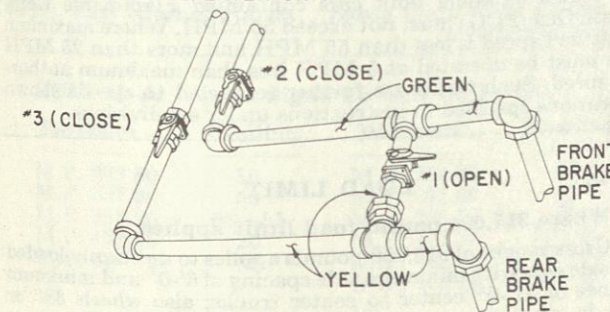
Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

4. The repeater relay valve No. 5 is a variable valve and is employed to re-establish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

B. Procedure for cutting the RAC car out of Train.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1—All located inside the car.
3. The car diesel engine and compressor are to remain running except during layover time.

TO REPEATER UNIT



C. Procedure for adding Repeater Air Car to a train when Repeater Car Air Equipment is not to be used.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1—All located inside the car.
3. Forward brake pipe must be coupled to portion of the train to which the road engine is attached.
Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

D. Train operation of Repeater Air Cars.

1. With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
2. All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
3. If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1—All located inside car. This provides for normal train operation without the repeater relay equipment operating.
4. If yard air is used to charge the train, it must be cut in ahead of the repeater air car.
5. The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.

6. During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, IT IS ABSOLUTELY ESSENTIAL THAT THE TRAINLINE ANGLE COCK BE LEFT OPEN ON THE TRAIN.

E. Loss of Main Reservoir Air on RAC Car.

1. The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
2. In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
3. If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
4. If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
5. Train must be immediately secured before determining reason for main reservoir air depletion.

F. Setting RAC car out of train.

1. If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

H. When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

I. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speeds.

J. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

K. Forward brakeman on freight trains will ride the lead unit when a seat is available.

L. Open-top cars with lading height exceeding fifteen (15) feet six (6) inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five (5) cars distant from engine or caboose if length of train permits on trains operating in or through the States of California and Nevada.

Freight cars of a height greater than fifteen (15) feet six (6) inches shall be entrained at least five (5) cars distant from caboose if train length permits.

M. Except when handling cabooses on or near the head end in local or road switcher service and when handling only a few cars, cabooses are not to be moved other than at rear of train.

N. Union Pacific Passenger Units acquired by Amtrak do not make automatic backward transition when speed drops to 23 MPH. Throttle must be placed in idle position to open "P" (Parallel) contactors. Failure to do so will damage traction motors and main generators.

O. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads.....	...	25
Scale test cars.....	40**	30
Except: SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick, except: (Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; on San Pedro Branch to MP 504.00; on Burbank Branch between Burbank and Canoga Park; on Santa Ana Branch and on Puente Branch).....	35	25*
Nos 7007 and 7034.....	35*	25*
Between Fresno and Famoso via Porterville.....	35*	25*
Relief outfits weighing in excess of 120 tons must not be operated on any branch except Lone Pine and Oak Creek Branches.....	25	...
Locomotive Crane/Pile Drivers SPMW 6603 & 6604: With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
With boom disconnected and removable counterweight properly positioned, either end forward.....	20*	15*
SPMW 4028, 4029, SSW 96405: With boom in place, either end forward①.....	55	25
With boom disconnected, heavy end forward.....	25*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	40	25
With boom disconnected and removable counterweight properly positioned, either end forward.....	20*	15*
SPMW 4027 SPMW 5870 4088 5874 4091 5899 5437 6601 5479 6602 5595 SSW 96404 5852 NWPMW 31	40	25
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
With boom disconnected and removable counterweight properly positioned, either end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders: Running backward.....	25	20
Moving forward (prepared for travel).....	35	35

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 60 MPH.

①When moving in train with boom in place, operator must be on board.

Unless specifically authorized, SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs.

P. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment, with caboose.....	65	...
Passenger trains, with caboose.....	65	...
Engine and caboose only (except: must not exceed speed for same engine running forward light).....	...	65
Logs loaded on flat or logging cars, except:.....	...	35
On curves.....	...	25
Through truss bridges, tunnels and passing stations.....	...	15
Engine, flanger and caboose only, except:.....	...	40
On curves.....	...	30
PC 598500 to 598999.....	...	45
Empty bulkhead flat cars (FB) except series SP 590000-590111, SP 591100-591124 and SSW 88050-88099 equipped with roller bearings.....	...	55
Trains handling pipe loaded on 89-foot flat cars.....	...	55

NOTE: Light engines are authorized to operate at Column 1 speeds not exceeding 65 MPH except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH train must be operated at 5 MPH less than maximum authorized speed. Such trains are further restricted to speeds shown at locations specified in instructions under subdivisions.

Q. LOAD LIMIT

Where 315,000 pound load limit applies:

Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6'-0" and minimum distance of 37'-0" center to center trucks; also wheels 38" or more in diameter.

Where 263,000 pound load limit applies:

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23'-0" or more center to center and minimum axle spacing of 5'-6".

R. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
261.37	Pismo.....	Villa Creek Bridge.....Side
262.68	Pismo.....	Villa Creek Bridge.....Side
265.57	Oceano.....	Overhead Crossing.....Overhead
266.37	Oceano.....	Arroyo Grande River Bridge.....Side
357.77	Ellwood.....	Overhead Crossing.....Overhead
394.83	East of Dulah.....	Overhead Crossing.....Overhead
396.10	West of Ventura Jct.....	N. Fork Ventura River Bridge.....Side
396.87	West of Ventura Jct.....	Ventura River Bridge.....Side
440.28	East of Santa Susana.....	Overhead Crossing.....Overhead
441.20	East of Santa Susana.....	Tunnel No. 26.....Overhead and Side
442.90	East of Santa Susana.....	Tunnel No. 27.....Overhead and Side
443.90	East of Santa Susana.....	Tunnel No. 28.....Overhead and Side
415.40	East of Santa Paula.....	Santa Paula River Bridge.....Side
423.00	West of Fillmore.....	Sespe Creek Bridge.....Overhead and Side
432.17	East of Piru.....	Piru Creek Bridge.....Overhead and Side
445.68	East Newhall Ranch.....	Overhead Crossing.....Overhead
446.16	East Newhall Ranch.....	Santa Clara River Bridge.....Overhead and Side

RULE 10-J. Speed Signs To Left Of Track:

Eastward	Reading	Westward	Reading
M.P. 293.80	50	M.P. 264.30	30
M.P. 307.00	50	M.P. 271.00	40
M.P. 398.20	65—55	M.P. 335.30	55
M.P. 478.60	20	M.P. 407.23	70—55
M.P. 480.12	12	M.P. 436.35	65—50
		M.P. 462.38	60—55

RULES 21 and 83. Identification may be made on double track or in interlocking limits between San Luis Obispo and East San Luis Obispo, West Santa Barbara and East Santa Barbara, Los Angeles Yard and Burbank Junction, to be applied at end of double track or interlocking limits. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

When a regular train or section of schedule is checked at Los Angeles Yard it will not be necessary to obtain check of the same train at Burbank Junction.

RULE 82-A. Los Angeles: Train No. 13 will assume schedule and operate to Burbank Jct., but must obtain a clearance at Burbank Jct. which must bear OK, time and initials of the Chief Train Dispatcher and be endorsed "GREEN" or "NO" signals as the case may be.

Santa Barbara: Train Nos. 12 and 13 must obtain clearance.

RULE 83-A. At the following stations only trains indicated will register:

Ventura Jct.: Trains required under the provisions of Rule S-240.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP	East MP
251.80	San Luis Obispo.....257.00
264.50	Oceano.....Guadalupe 280.00
301.85	Surf.....303.49
302.70	Surf (Lompoc and White Hills Branches).....End of Branches
369.16	Santa Barbara.....373.71
397.13	Ventura.....400.50

West MP	East MP
406.61	Oxnard.....421.00
402.96	Montalvo (Santa Paula Branch).....404.83
423.54	Fillmore.....425.62
412.57	Santa Paula.....416.53
446.06	Chatsworth (Burbank Branch).....446.35
449.37	Saugus.....451.64
448.17	Saugus (Santa Paula Branch).....462.00
444.70	Chatsworth.....462.00
462.32	Los Angeles (Coast line).....488.69
471.20	Los Angeles (S. J. Valley-Alhambra line).....488.69
471.20	Los Angeles (Burbank Jct. to Eastward Main Track).....485.50
471.20	Los Angeles (Burbank Jct. to Westward Main Track).....482.90
466.19	Los Angeles (Burbank Branch).....

RULE D-97. Applies between San Luis Obispo and East San Luis Obispo, between West Santa Barbara and East Santa Barbara and between Burbank MP 473.28 and Los Angeles MP 479.31.

RULE 99-A. Between yard limit signs Burbank Jct., MP 462.00—MP 462.32, engines may proceed without train order authority under the protection of flagman as prescribed by Rule 99.

RULE 99-C. Will apply on Santa Paula Branch.

RULE 103. Following crossings protected by gates with control circuits located within short distance of crossings.

Station	Location	MP
*Lompoc.....	A Street.....	312.8
**Santa Barbara.....	State Street.....	370.8
***Santa Barbara.....	Montecito Street.....	370.6
****Burbank.....	Allen Avenue.....	473.15

*Stop sign installed. Crossing must not be entered until member of crew is satisfied gates are down.

**All trains making stop at State Street must stop back of marker-posts located east and west of crossing. When such trains are ready to depart, gates must be lowered manually by inserting switch key in receptacle located on the east and west side of crossing adjacent to eastward and westward main track and turning one half-turn to right. Key may be removed but tracks east and west of marker-posts must be occupied within one minute or gates will raise.

***Sound detector microphone is located just east of Montecito Street crossing, MP 370.6. Westward trains on westward main track making stop at Santa Barbara east of Montecito Street must sound whistle which will actuate the gates and crossing must not be entered until gates are known to be down.

****Eastward trains stopped by interlocking signals at MP 473.15 must stop at least 100 feet west of Allen Avenue to permit crossing gates to raise. When proceed indication is received whistle must be sounded for one second to actuate gates. Sound detector microphone located west of Allen Avenue. Trains must stop and traffic on highway be protected by member of crew over the following crossings:

Limco: Telegraph Road on Limonera Spur.

Santa Paula Branch: Edison Spur, MP 446.20, over Telegraph Road. PUC requires trains to stop and member of crew to protect traffic before movement is made. Movement to be made only during daylight hours.

RULE 104. The normal position of rigid switches at junction points is as follows:

Surf.....	Middle track, for Lompoc Branch.
White Hills Junction.....	White Hills Branch, for Lompoc Branch.
Ventura Junction.....	Ventura Branch, for Main Track.
Montalvo.....	Santa Paula Branch, east leg of wye.
Chatsworth.....	Burbank Branch, Main Track.
Burbank.....	Burbank Branch, west leg of wye.
Saugus.....	Santa Paula Branch, westward siding.

Derails in main track:

Ventura Branch

MP 398.56 Derail in main track
 MP 401.90 Derail in main track

Warning signs 1,000 feet in advance of both derails for both eastward and westward movement.

RULE 105. Trains entering siding equipped with spring switch must not pass home signal until switch has been lined for movement.

Callender: Siding extends from Signal 2696 to cross-over just west of Signal 2708.

Oxnard: West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

RULE 107. Station train indicators are provided in approach to the following station:

Westward

Glendale (MP 477.70)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

Glendale: When westward station train indicator is illuminated displaying TRAIN, westward trains or engines must not proceed west of Signal 4775 until eastward train at the station has cleared, unless it is known that Eastward Track is occupied by a train not receiving or discharging traffic.

RULE 208. Third and fourth paragraphs will not apply to westward trains entering siding at Burbank Jct. Trains entering siding Burbank Jct. must not foul main track until it has been ascertained that any train orders delivered restricting their movement at that station have been fulfilled.

RULE 211. To enable train dispatcher to advance a westward train beyond Burbank Jct. where it is restricted for an opposing or following train, operator, after receiving oral authority from train dispatcher, will clear interlocking signal located at MP 471.80 for westward movement on main track on route desired, which will be an indication to an approaching train that train orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains, and will not require the issuance of a Form N Train Order or the blinking of red light in light type train-order signal several times.

RULE 220. Santa Barbara: All train orders and instructions held by incoming passenger engineers being relieved, must be delivered to the outgoing engineer.

RULE 221. Burbank Jct. is a train order office for westward trains only.

Train-order signal on north side of track No. 1 will govern movements on track No. 1. Train-order signal on south side of track No. 2 will govern movements on track No. 2.

Unit for display of flashing light installed at following location:

Station	Location	Direction
Oxnard	On signal 4089	Westward

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Ventura Branch:	

Ventura Jct.—End of Branch Ventura Jct.

RULE D-251. Will apply as follows:

On both tracks between San Luis Obispo and East San Luis Obispo.

On both tracks between West Santa Barbara and East Santa Barbara.

On both tracks between Burbank MP 473.28 and Los Angeles MP 479.31.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2524	Spring switch west end ready track MP 252.50, San Luis Obispo	
	Spring switch, east end double track, East San Luis Obispo	P-2549
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2838	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2955
P-3020	Spring switch west end siding, Surf	
	Spring switch east end siding, Surf	P-3033
P-3056	Slide detector fence, MP 306.13	P-3067
P-3164	Spring switch, west end siding, Sudden	
	Spring switch, east end siding, Sudden	P-3177
P-3192	Fire detector, Canon bridge, Jalama	P-3207
P-3214	Slide detector fence, MP 321.50	P-3227
	Spring switch, east end siding, Concepcion	P-3253
P-3682	Spring switch, end double track, West Santa Barbara	
	Spring switch, east end double track, Santa Barbara	P-3723
	Spring switch, east end freight lead, Santa Barbara	
P-3844	Spring switch, east end siding, Ortega	P-3775
P-3872	Slide detector fence, MP 385.10	P-3871
*P-3972	Slide detector fence, MP 387.20—MP 387.70	P-3885
	Dragging equipment detector, MP 394.22	
	Dragging equipment detector, MP 401.28	P-3981*
P-4032	Spring switch, east end siding, Ventura	P-3993
P-4074	Barricade detector	P-4043
	Barricade detector MP 407.7	P-4077
	Spring switch, east end siding, Oxnard	P-4089
P-4362	Spring switch, east end siding, Camarillo	P-4173
P-4428	Spring switch, east end siding, Moorpark	P-4275
P-4452	Spring switch, east end siding, Santa Susana	P-4377
P-4470	Spring switch, west end siding, Santa Susana	
P-4470	Falling rock detector, Tunnel 27, MP 443	P-4431
P-4470	Spring switch, west end siding, Chatsworth	
P-4504	Barricade detector MP 447.2	P-4481
P-4504	Barricade detector MP 447.8	P-4481
P-4554	Barricade detector MP 451.4	P-4517
P-4592	Barricade detector MP 456.3	P-4567
	Barricade detector MP 460.2	P-4603

*Ventura: Light type indicators on masts of westward automatic block signal P-3981 and eastward automatic block signal P-3972 are dragging equipment indicators.

Indicators will display red aspect with automatic block signal displaying "STOP" indication when actuated by westward dragging equipment detector located at MP 401.28 or eastward dragging equipment detector located at MP 394.22 and will display lunar aspect when not actuated.

When signals P-3981 or P-3972 display stop indication and the red indicator is illuminated train will be inspected for dragging equipment. Red indicator may be cancelled and lunar indication displayed by pressing push button located in box at signal P-3981 or P-3972. Signals P-3981 or P-3972 should then display proceed indication provided block ahead is clear.

When signals P-3981 or P-3972 display stop indication and lunar indicator is illuminated, dragging equipment detector has not been actuated and train will be governed by Rule 507.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. San Luis Obispo—Eastward Main Track, between signal 2527, located on engine ready track and SA signal located at West End of Double Track MP 251.73, is signaled for movement in both directions.

Automatic dwarf signal 2523, for westward movement, is located on Eastward Main Track at MP 252.55. Normal aspect of signal is Red. Rule 290(J) will apply. To clear signal 2523 for westward movement, follow instructions posted in push button box located at side of track opposite signal.

RULE 516. OVERLAP POSTS:

Grover Eastward trains
 Bromela Westward trains

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
East San Luis Obispo	End of double track... Westward track
Surf	West end of siding... Main track
Surf	East end of siding... Main track
Sudden	West end of siding... Main track
Sudden	East end of siding... Main track
Concepcion	East end of siding... Main track
West Santa Barbara	End of double track... Eastward track
East Santa Barbara	End of double track... Westward track
East Santa Barbara	East end of freight lead... Main track
Ortega	East end of siding... Main track
Ventura	East end of siding... Main track
Oxnard	East end of siding... Main track
Camarillo	East end of siding... Main track
Moorpark	East end of siding... Main track
Santa Susana	West end of siding... Main track
Santa Susana	East end of siding... Main track
Chatsworth	West end of siding... Main track

Spring switches not equipped with facing point lock:

San Luis Obispo	West end of Ready Track	Eastward track
San Luis Obispo	Crossover at east end of Ready track	Ready track

RULE 540. Switch point indicators located as follows:

San Luis Obispo: Spring switch west end Ready Track and spring switches on crossover at east end of Ready track equipped with switch point indicators.

INTERLOCKING

RULE 606. Burbank Junction: Limits extend on Santa Barbara Subdivision to signal bridge MP 462.42, on Mojave Subdivision to eastward interlocking signal MP 471.35 and on track No. 1 and track No. 2 to MP 473.28.

No. 1 track—to north
 No. 2 track—to south

Dayton Avenue Tower: Limits extend on westward main track from interlocking signal bridge at MP 479.31 to signal bridge No. 4 at MP 481.44; on eastward main track from interlocking signal bridge at MP 481.75; on yard tracks from interlocking signals located on east end of C Yard 1, 2 and 3, east end of yard leads No. 17 and No. 20 to interlocking signal located at the east end of the Midway bridge; and from interlocking signals located at the west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Instructions for operation posted in phone booth.

Bottom unit of interlocking signals on track No. 1 C Yard and track No. 1 A Yard may display lunar aspect. When lunar aspect is displayed train or engine may proceed without stopping at restricted speed within interlocking limits.

Mission Tower: Limits extend on both main tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to signal at MP 481.44 on westward track and signal at MP 481.75 on eastward track; on westward track to interlocking signal located 300 feet east of Taylor Jct. MP 482.20 and on eastward track to signal at MP 482.22; on track of River Station line from East Bank switch to interlocking signals at MP 482.33 located 250 feet west of Naud Jct. switch and to signal bridge No. 2. East Bank line to State Street Jct. at MP 484.94.

Laupt: Limits extend from eastward interlocking signals at signal bridge No. 2 at MP 482.42 to west end of station tracks.

RULE 669. Dayton Ave. Tower and Mission Tower: One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by operator to resume movement.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3006	Surf	Proceed on main track to east end of siding.
S	3006	Surf	Enter siding.
M	3047	Surf	Proceed on main track to west end of siding.
S	3047	Surf	Enter siding.
W	3702	Santa Barbara	Eastward trains must stop short of signal 3702 and wait until indicator is extinguished.
W	3723	East Santa Barbara	Westward trains must stop short of Signal 3723 and wait until indicator is extinguished.
M	*"A"	Montalvo	Line switch and derail for movement to main track.

*On absolute dwarf signal at East leg of Wye at MP 403.66.

ABSOLUTE-PERMISSIVE BLOCK

RULE 740. Limits extend between Oxnard MP 407.14 and Montalvo MP 403.07.

When absolute signals at each end of A-PB display stop indication trains must obtain authority from operator at Oxnard to proceed. If signal cannot be cleared and there is no opposing trains causing signal to display stop indication, operator Oxnard may authorize train to proceed on main track to the limit of A-PB as prescribed by Rule 507.

Trains or engines must not enter main track or use main track switches within these limits without first obtaining permission from operator Oxnard.

When necessary to perform switching within these limits, Rule 765 will govern. Where in Rule 765 the term "train dispatcher" is used, it has reference to operator Oxnard within these limits.

Operator Oxnard must obtain authorization from train dispatcher before granting work limits and clock time limits, or authorizing trains or engines to enter or move on main track within these limits. Rule 744 will not apply within these limits.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at the following locations:

Surf... 150 ft. west of east switch on house track.
Canet... At clearance point of siding.

South Vandenberg, on U.S. Government tracks:

Not less than two hand brakes must be applied on cars left on interchange tracks.

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
261.5	Between San Luis Obispo and Pismo
267.6	Between Oceano and Callender
273.0	Between Callender and Guadalupe
284.1	Between Waldorf and Shuman
289.0	Between Casmalia and Narlon
332.0	Between San Augustine and Sacate
337.4	Between Sacate and Gaviota
434.0	Between Simi and Santa Susana
439.2	Between Santa Susana and Chatsworth
443.7	Between Santa Susana and Chatsworth
448.1	Between Chatsworth and Northridge

Dragging equipment detector and/or derailed equipment detector warning beacon mounted on post, relay case or hot box detector equipment house adjacent to detector will display revolving red light when detector is actuated. Crew members must keep vigilant lookout when passing and if revolving red light observed, train must be stopped promptly and inspection made of train and track, notifying train dispatcher of condition found.

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H.....	3097.....	Honda	MP 306.7 Honda
W.....	3114.....	Sudden	
W.....	3133.....	Honda	
H.....	3150.....	Sudden	MP 317.5 Sudden
W.....	4226.....	Moorpark	
H.....	4227.....	Somis	MP 419.5 Somis
W.....	4253.....	Somis	
H.....	4264.....	Moorpark	MP 427.4 Moorpark

SCANNER SITES

MP	Type	Direction	Location
273.0	C.....	East and West	Callender-Guadalupe
290.1	C.....	East and West	Devon-Narlon
312.5	A.....	East and West	Honda-Sudden
344.63	C.....	East and West	Gaviota-Capitan
366.28	C.....	East and West	Goleta-West Santa Barbara
386.4	C.....	East and West	Carpinteria-Seacliff
424.4	A.....	East and West	Somis-Moorpark
451.29	C.....	East and West	Northridge-La Metro
**475.3	D.....	East	West Glendale (White light is located on wooden post adjacent to eastward main track)-Los Angeles Yard

**When white light is observed flashing speed of train must be immediately reduced to not exceeding 15 MPH and stop made as soon as rear of train has passed Chevy Chase Drive MP 476.4. When means of communication is available, crew member must contact yardmaster at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined, inspection must be made of all journals.

Refer to Rule 827, All Subdivisions.

RULE 827-A. Westward trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at MP 409.

Refer to Rule 827-A, All Subdivisions.

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All Engines	Oxnard-Track No. 3, Ventura County RR. Oxnard-Ventura County RR tracks—must not go beyond 250 feet east of the east switch of track VC 9. South Vandenberg Air Force Base United States Government tracks, MP 309.2, must not operate on government spur east of interchange track.

2. Shuman: When handling cars on spur track air must be cut in on all cars.

3. Gemco: Public Utilities Commission orders require that all cars and engines shall be brought to a stop not more than 100 feet nor less than 10 feet before entering building Tracks Nos. 6, 7 and 8 at General Motors Corp. Crews are prohibited from riding on cars in Tracks Nos. 6, 7 and 8 while entering or inside of plant building account overhead impaired clearance.

4. Santa Paula Branch: Watch for high water at bridge 427.40. Approach with caution, looking out for obstruction on tracks, stopping if necessary to make examination before proceeding.

5. Tunnel 26: Switches controlling lights in this tunnel are located at the east and west portals. Lights must be extinguished when not in use.

6. LOAD LIMIT (car and contents):

*San Luis Obispo-Los Angeles	263,000 pounds
Lompoc and White Hills Branches	240,000 pounds
**Ventura Branch	240,000 pounds
Santa Paula Branch	240,000 pounds
Burbank Branch	240,000 pounds

*Refer to Item (Q), Page 28, All Subdivisions.

**Ventura Junction to Nitroshell 315,000 pounds when meeting above requirements.

Unless authorized by Superintendent, heavier loads must not be handled.

7. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings	15
Through yard and other tracks, wyes, balloon tracks, crossovers, turnouts and slip switches	10
Except:	
On Limonier spur, Limco, on tangent	25
On VC yard tracks, Oxnard, when shoving.	10
On Vandenberg AFB Track Tangair (MP 297.4) to Helium Spur	30
Crossovers MP 471.50	35
Crossovers MP 473.20	25
Crossovers MP 479.41	15
Lompoc North "H" Street, MP 312.20 to 312.30	5

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 25, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on page 28 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
SAN LUIS OBISPO TO SANTA BARBARA:					SANTA BARBARA TO SAN LUIS OBISPO:				
252.10 to 253.29			25	25	370.70 to 370.60			20	20
253.29 to 254.86					370.60 to 368.32			50	50
(End of double track)			35	35	368.32 to 368.28				
254.86 to 258.52			60	55	(Through turn-out)			35	35
258.52 to 259.80			35	30	368.28 to 357.76			70	55
259.80 to 261.18			40	30	357.76 to 356.85			60	55
261.18 to 262.30			30	30	356.85 to 348.80			70	55
262.30 to 263.95			60	55	348.80 to 345.98			45	45
263.95 to 267.94			70	55	345.98 to 344.77			55	55
267.94 to 269.00			40	40	344.77 to 338.60			70	55
269.00 to 275.61			70	55	338.60 to 336.19			60	55
275.61 to 277.00			50	50	336.19 to 335.67			40	40
277.00 to 279.57			60	55	335.67 to 333.30			65	55
279.57 to 280.00			50	50	333.30 to 325.66			60	55
280.00 to 283.24			70	55	325.66 to 323.12			55	55
283.24 to 288.52			40	40	323.12 to 321.87			45	45
288.52 to 291.00			55	55	321.87 to 318.20			50	50
291.00 to 291.32			45	45	318.20 to 311.81			70	55
291.32 to 294.40			70	55	311.81 to 309.00			50	50
294.40 to 295.80			60	55	309.00 to 306.10			65	55
295.80 to 296.08			50	50	306.10 to 304.00			55	55
296.08 to 299.57			55	55	304.00 to 300.20			60	55
299.57 to 300.20			40	40	300.20 to 299.57			40	40
300.20 to 304.00			60	55	299.57 to 296.08			55	55
304.00 to 306.10			55	55	296.08 to 295.80			50	50
306.10 to 309.00			65	55	295.80 to 294.40			60	55
309.00 to 311.81			50	50	294.40 to 291.32			70	55
311.81 to 318.20			70	55	291.32 to 291.00			45	45
318.20 to 321.87			50	50	291.00 to 288.52			55	55
321.87 to 323.12			45	45	288.52 to 283.24			40	40
323.12 to 325.66			55	55	283.24 to 280.00			70	55
325.66 to 333.30			60	55	280.00 to 279.57			50	50
333.30 to 335.67			65	55	279.57 to 277.00			60	55
335.67 to 336.19			40	40	277.00 to 275.61			50	50
336.19 to 338.60			60	55	275.61 to 269.00			70	55
338.60 to 344.77			70	55	269.00 to 267.94			40	40
344.77 to 345.98			55	55	267.94 to 263.95			70	55
345.98 to 348.80			45	45	263.95 to 262.30			60	55
348.80 to 356.85			70	55	262.30 to 261.18			30	30
356.85 to 357.76			60	55	261.18 to 259.80			50	35
357.76 to 368.28			70	55	259.80 to 258.52			35	30
368.28 to 368.32					258.52 to 254.86			60	55
(Through turn-out)			35	35	254.86 to 253.29				
368.32 to 370.60			50	50	(Begin double track)			35	35
370.60 to 370.70			20	20	253.29 to 252.10			25	25

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH between the following mile post locations:

MP 275 and MP 277
MP 366 and MP 370.6

Maximum authorized speed for freight trains is 55 MPH except GUWCP, WCOAF and other trains may be authorized by train order to operate at Column One speed not exceeding 65 MPH provided they contain no restricted cars or empties except cabooses and meet requirements of tons per operative brake as shown on table below.

Number of Cars	Tons Per Operative Brake
1 to 70	70
71 to 75	69
76 to 80	68
81 to 85	67
86 to 90	66
91 to 95	65
96 to 100	64
101 to 105	63
106 to 110	62
111 to 115	61
116 to 120	60
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 32.

SPEED RESTRICTIONS FOR TRAINS—(Continued)

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
SANTA BARBARA TO LOS ANGELES:					LOS ANGELES TO SANTA BARBARA:				
370.70 to 372.27			20	20	482.80 to 482.18			12	12
372.27 to 387.18			55	55	482.18 to 481.90			15	15
387.18 to 387.70			40	40	481.90 to 481.69				
387.70 to 390.84			65	55	(East Bank Jet.)			20	20
390.84 to 391.23			50	45	481.69 to 481.67				
391.23 to 392.23			60	55	(North Main Street)			15	15
392.23 to 396.66			70	55	481.67 to 480.00			20	20
396.66 to 398.20			45	45	480.00 to 477.33			40	40
398.20 to 399.60			65	55	477.33 to 471.49				
399.60 to 402.10			70	55	(462.61) (Bur-				
402.10 to 402.38			65	55	bank Jet.)			50	50
402.38 to 405.27			70	55	473.20 crossover			25	25
405.27 to 405.66			60	50	471.50 crossover			35	35
405.66 to 407.23			70	55	462.61 to 462.38			40	40
407.23 to 408.08			35	35	462.38 to 444.39			60	55
408.08 to 414.85			70	55	444.39 to 440.90			40	40
414.85 to 415.36			60	55	440.90 to 437.80			60	50
415.36 to 429.45			70	55	437.80 to 434.35			70	50
429.45 to 429.82			55	55	434.35 to 429.82			65	50
429.82 to 434.35			65	55	429.82 to 429.45			55	50
434.35 to 437.80			70	55	429.45 to 415.36			70	55
437.80 to 440.90			60	55	415.36 to 414.85			60	55
440.90 to 444.39			40	40	414.85 to 408.08			70	55
444.39 to 462.38			60	55	408.08 to 407.23			35	35
462.38 to 462.61					407.23 to 405.66			70	55
(471.49) (Bur-					405.66 to 405.27			60	50
bank Jet.)			40	40	405.27 to 402.38			70	55
471.50 crossover			35	35	402.38 to 402.10			65	55
473.20 crossover			25	25	402.10 to 399.60			70	55
471.49 to 477.33			50	50	399.60 to 398.20			65	55
477.33 to 480.60			40	40	398.20 to 396.66			45	45
480.60 to 481.67			20	20	396.66 to 392.23			70	55
481.67 to 481.69					392.23 to 391.23			60	55
(North Main Street)			15	15	391.23 to 390.84			50	45
481.69 to 481.90					390.84 to 387.70			65	55
(East Bank Jet.)			20	20	387.70 to 387.18			40	40
481.90 to 482.18			15	15	387.18 to 372.27			55	55
482.18 to 482.80			12	12	372.27 to 370.70			20	20

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH between the following mile post locations:

MP 372.27 and MP 382
MP 397 and MP 409
MP 445 and MP 480

Maximum authorized speed for freight trains is 55 MPH except GUCWP, WCOAF and other trains may be authorized by train order to operate at Column One speed not exceeding 65 MPH provided they contain no restricted cars or empties except cabooses and meet requirements of tons per operative brake as shown on table below.

Number of Cars	Tons Per Operative Brake
1 to 70	70
71 to 75	69
76 to 80	68
81 to 85	67
86 to 90	66
91 to 95	65
96 to 100	64
101 to 105	63
106 to 110	62
111 to 115	61
116 to 120	60
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 32.

SPEED RESTRICTIONS FOR TRAINS—(Continued)

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
SURF TO WHITE HILLS:					
302.91 to 303.31 (Jct. switch and wye).....		10	316.93 to 312.94 (end of White Hills Branch)...		10
303.31 to 311.00.....		35	313.25 to 312.30 (end of Lompoc Branch).....		10
311.00 to 312.20.....		10	312.30 to 312.20.....		5
312.20 to 312.30.....		5	312.20 to 311.00.....		10
312.30 to 313.25 (end of Lompoc Branch).....		10	311.00 to 303.31.....		35
312.94 to 316.93 (end of White Hills Branch)...		10	303.31 to 302.91 (Jct. switch gate).....		10
VENTURA JCT. TO CANET:					
397.30 to 398.29.....		10	402.68 to 398.29 (end of Branch).....		20
398.29 to 402.68 (end of Branch).....		20	398.29 to 397.30.....		10
MONTALVO TO SAUGUS:					
402.93 to 412.80.....		30	448.62 to 448.42.....		20
412.80 to 415.30.....		15	448.42 to 441.96.....		30
415.30 to 431.62.....		30	441.96 to 431.62.....		25
431.62 to 441.96.....		25	431.62 to 415.30.....		30
441.96 to 448.42.....		30	415.30 to 412.80.....		15
448.32 to 448.62.....		20	412.80 to 402.93.....		30
CHATSWORTH TO BURBANK VIA VAN NUYS:					
445.50 to 446.27.....		25	466.81 to 466.12.....		25
446.27 to 454.90.....		30	466.12 to 466.02.....		10
454.90 to 455.50.....		20	466.02 to 457.39.....		25
455.50 to 457.39.....		30	457.39 to 455.50.....		30
457.39 to 466.81.....		25	455.50 to 454.90.....		20
			454.90 to 446.27.....		30
			446.27 to 445.50.....		25

Trains handling tank cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains must not exceed 10 MPH entering Vanowen Street crossing at Canoga Park, MP 449.60.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANTA PAULA BRANCH				BURBANK BRANCH
	MP 403.30 408.00	MP 411.00 431.48	MP 440.15 443.97	MP 443.97 448.62	MP 446.00 454.50
EF-418, EP-418.....			20		30
EF-420.....			25		
AS-418.....	25	25	15	25	25

Between Montalvo and Saugus trains operating with SD 45 engines Class EF 636 numbers 8800 to 9404 or with cars in train which exceed 315,000 pounds, must not exceed 20 MPH over structures located as follows:

MP 408.80 East of Saticoy
MP 423.03 West of Fillmore
MP 446.16 East of Newhall Ranch
MP 429.57 West of Buckhorn
MP 432.17 East of Piru

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 32.

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCES ON MAIN TRACKS AND SIDINGS

MP	Location	Description
201.80	Fresno Yard	Diesel facility..... Overhead
253.50	West of Lort	Kaweah River bridge..... Side
315.05	Kern Jct.-Strader	Golden State Wrecking Co. Spur..... Side
332.60	East of Ilmon	Tunnel 1/2..... Overhead & side
336.90	East of Caliente	Tunnel 1..... Overhead & side
337.80	East of Caliente	Tunnel 2..... Overhead & side
340.80	East of Bealville	Tunnel 3..... Overhead & side
341.50	East of Bealville	Tunnel 5..... Overhead & side
343.70	East of Cliff	Tunnel 7..... Overhead & side
344.20	East of Cliff	Tunnel 8..... Overhead & side
351.00	East of Woodford	Tunnel 9..... Overhead & side
352.30	East of Walong	Tunnel 10..... Overhead & side
355.14	East of Marcel	Tunnel 14..... Overhead & side
355.80	East of Marcel	Tunnel 15..... Overhead & side
355.90	East of Marcel	Tunnel 16..... Overhead & side
356.00	East of Marcel	Tunnel 17..... Overhead & side
359.20	East of Cable	Overhead highway crossing..... Overhead

RULES 7-A and 7-B. When unattended red flags or red lights, yellow flags, or CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between Mojave and Cameron on eastward main track for westward movement, they will be displayed to left of track in direction of approach.

RULE 7-C. Fresno Yard and Bakersfield: Trains entering or leaving yard tracks must receive proceed signal from switchman, green flag by day, green light by night, except within limits of diverging route signals, or engineer is orally authorized.

RULE 10-J. Speed may be increased as soon as lead engine has passed increase speed sign at following locations:

Westward MP	Eastward MP
214.48.....	Fowler..... 215.30
221.04.....	Selma..... 221.30
249.21.....	Tulare..... 250.73
279.16.....	Delano..... 281.45
	Sanger..... 220.24
229.40.....	Reedley..... 230.40
257.20.....	Exeter..... 257.80
263.80.....	Lindsay..... 264.60

Speed signs to left of track:

Westward	Reading	Eastward	Reading
MP-223.30.....	City Ordinance	MP-327.76.....	55-No. 1 Track
MP-283.45.....	40	MP-359.50.....	25-No. 1 Track

Following speed signs to left of track for westward movement on eastward track, Mojave to Cameron:

Westward	Reading
MP-379.90.....	45
MP-378.41.....	35
MP-373.40.....	45
MP-372.41.....	25

RULE 80. ATSF and SP trains will use ATSF main track between Jct. switches at MP 228.07 (ATSF MP 50.73) Lacjac, and MP 229.13 (ATSF MP 49.49) Reedley. ATSF Rules, Timetable and Trainmasters Bulletins govern all movements over ATSF track.

"STOP" signs are located at MP 228.0 Lacjac, for eastward trains, and at MP 229.2 Reedley, for westward trains.

Before passing "STOP" signs, authority for movement must be obtained from the ATSF train dispatcher, who must also be notified promptly when movement is completed. Train dispatchers telephones are located near each junction switch.

RULE 82-A. Fresno: Trains originating Fresno en route Fresno Interurban Railway must first obtain ATSF clearance at Fresno Yard.

Bakersfield: SP extra trains originating will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Bakersfield and delivered by tube to Bakersfield Yard Office. Red container is for westward extra trains and blue container is for eastward extra trains.

Visalia Branch: Trains operating on Visalia Branch will move only by train order authority except:
Goshen Jct., between MP-245.30 and MP-247.50,
Exeter, between MP-263.20 and MP-260.00.

RULE 83. Where train orders are received prior to departure CTC limits, identification may be made against approaching trains to be applied at end of CTC. Rule 14(k) applies.

RULE 83-A. At the following stations only the trains indicated will register:

Fresno Yard.....	Trains originating or terminating.
Rossi.....	Trains required under the provisions of Rule S-240.
Goshen Jct.....	Trains required by train order.
Bakersfield.....	First class trains, eastward and westward freight trains terminating.
Kern Jct.....	All ATSF trains.
Gosford.....	Trains required under the provisions of Rule S-240.

RULE 83-B. At open train-order offices trains may register by ticket:

Bakersfield.....	All trains.
Kern Jct.....	ATSF trains.
Mojave.....	All trains.

Conductors of eastward and westward freight trains terminating at Bakersfield will leave train register ticket at yard office which will arrange for delivery to operator at Bakersfield who will enter registration.

RULE 90. Traver: When length of train permits, westward trains taking siding after clearing main track will provide not less than 500 feet clearance to westward fouling point.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP
199.34	Fresno (Valley Line)..... 209.00
203.00	Fresno (Westside Line).....
208.44	Fresno (Biola Branch)..... 206.99
	Fresno (Clovis Branch)..... 208.15
	Fresno (Exeter Branch)..... 321.09
310.87	Bakersfield..... 315.67
	Bakersfield (Buttonwillow Branch)..... 317.10
	Bakersfield (Arvin Branch)..... 362.62
360.65	Tehachapi..... 366.00
364.00	Monolith.....

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

West MP	East MP
378.87 Mojave	386.00
219.01 Sanger	221.50
229.17 Reedley	230.98
234.31 Dinuba	235.72
248.90 Ivanhoe	249.90
256.33 Exeter	257.96
260.00 Exeter (Visalia Branch)	
263.40 Lindsay	265.00
267.90 Strathmore	269.00
272.00 Porterville	275.72
286.00 Richgrove	308.66
239.86 Richgrove (Richgrove Branch)	End of Track
251.88 Goshen Jct. (Coalinga Branch)	243.00
255.43 Hanford	253.28
260.30 Armona	256.83
Lemoore	264.00
Lemoore (Stratford Branch)	263.48
272.00 Huron	282.00
294.82 Coalinga	End of Track
246.01 Visalia Branch	256.00
308.74 Oil City Branch	End of Track
315.67 Buttonwillow Branch	322.80
317.10 Arvin Branch	End of Track

RULE D-97. Applies between Fresno Yard (MP 201.93) and Calwa Tower (MP 209.09).
Applies between MP 310.86 and MP 312.90, Bakersfield.
Applies between Kern Jct. and Sandcut; and between Tehachapi and Mojave.

RULE 98. Railroad crossings at grade not interlocked:

ATSFry, MP 243.61 west of Ivanhoe. STOP.
ATSFry, Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed.
ATSFry, Porterville. STOP.
FIRY. Junctions with FIRY at MP 213.01 and MP 213.03 east of Las Palmas. STOP.
Yellow reflectorized ONE MILE signs and red reflectorized STOP signs approaching above crossings do not require application of Rules 10-G or 10-H.

RULE 103. Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

Fresno.....Clovis Branch, crossing on Cherry Ave., while switching.
Calwa.....North Ave., on drill track leading into Producers Compress, while switching.
Porterville...Olive St., BC-274.7, on side tracks.
Calwa: Flood lights over Railroad Ave. at David & Sons spur. Crossing B-208-5-C, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainmen must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

Fresno: Freight trains changing crews at Fresno Depot must stop to clear insulated joints located just west of Tulare Street unless otherwise instructed by yardmaster or his representative.

Crossing gates at Tulare Street, MP-205.5, and Kern Street, MP-205.6, may be operated by operating key release on relay shelter near pole line. Insert key and turn to operate gates.

Automatic protection (controlled by single track circuit, with STOP signs at control limits) exists at following crossings:

Location	Crossing No.	Track	Protection
Fresno	B-205.0-C	McClatchy	Fl. Lights
Calwa	B-210.55-C	P.P. Glass	Fl. Lights
Calwa	B-210.80-C	P.P. Glass	Fl. Lights
Fowler	B-214.8	Siding	Gates
Fowler	B-215.2	Siding	Gates
Kingsburg	B-225.7	Drill	Gates
Delano	*B-281.2	House & 2 Yd.	Gates

Location	Crossing No.	Track	Protection
Goshen Jct.			
(Visalia Br.)	BAC-247.3-C	Prestolite	Fl. Lights
Goshen Jct.	BAC-247.28-C	Gifford-Hill	Fl. Lights
Goshen Jct.	BAC-248.7-C	Bostitch	Fl. Lights
Fresno			
(Exeter Br.)	BC-208.38-C	Ward's Drill	Fl. Lights
Sanger	BC-219.9	Siding & Yard	Gates
Reedley	BC-229.8	Siding & Yard	Gates
Fresno			
(Clovis Br.)	BS-210.15-C	Bartonette	Fl. Lights
Clovis	BS-217.5	Drill	Gates
Tulare	*B-249.9	3011 & 3013	Gates
Oil Jct.	B-308.9	Minkler Con.	Gates
Bakersfield			
Corrals	***BT-315.1	1373	Gates
Bakersfield			
Corrals	BT-315.2	Corral	Gates
Wible Orchard	BT-318.9	Siding	Gates
Edison	B-319.9	Drill	Fl. Lights & Gates

*STOP signs located on yard track No. 2 also apply to yard track No. 1.

**STOP signs located on track No. 3013 also apply to track No. 3011.

***STOP signs located on left side of track No. 1373 in direction of approach.

Delano: Westward trains stopped in the vicinity of the Delano Depot must proceed slowly to permit gates to lower on 11th Avenue before crossing is entered.

Bakersfield: Automatic crossing gates in service at following street crossing:

Baker Street.....MP-312.9

Gates will operate for movement in either direction on main track and Track No. 1.

Westward trains making stop at Bakersfield station must stop to clear insulated joints located just east of Baker Street unless otherwise instructed by Yardmaster or his representative. Sound detector microphone is located adjacent to point where engines will stop and enginemen must sound whistle to actuate the gates and crossing must not be entered until gates are known to be down.

Crossing gates at 24th Street, MP 312.2, and Union Avenue, MP 312.3, may be operated by operating key release on relay shelters. Insert key and turn to operate gates.

STOP signs located 30 feet each side of crossing, B-312.0-C, 24th Street. Crossing gates may be actuated with key release on STOP sign posts by inserting key and turning.

Summit Switch: Flood lights on east and west legs of wye crossing, B-362.4, with highway are track circuit controlled with STOP signs installed at control limits. Crews should assure themselves that flood lights are illuminated before fouling crossing.

Monolith: Eastward trains stopping to set out or pick up cars must not exceed 10 MPH approaching County Highway, Crossing No. B-365.2, until crossing gates are down.

Mojave: Automatic crossing gates, Oak Creek Road, MP 380.2.

Gates will also operate for against-the-current-of-traffic movements on eastward and westward main tracks, but such movements must not exceed 20 MPH approaching the above street crossing.

Unit for the display of flashing white light installed on relay case on south side of eastward main track. This unit will display flashing white light which will indicate that gates are down protecting vehicular traffic.

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew:

Selma.....W. Front St. on Turkey Growers Spur, Crossing No. B-221.05-C.

Kingsburg, Sierra St. Roma Wine Company Spur, Crossing No. B-225-2, stop sign governing westward movement over this crossing is located to left of Spur and applies to this track only.

Armona.....Lake St., MP 256.5, while switching.

Bakersfield...30th St. on McCarthy Tank spur.

Bakersfield...Golden State Ave. on freight station spur. Crossing must be cleared as quickly as possible. If flashing light signals are not operating, member of crew must push button marked "START" in box on mast of crossing signal north side highway for southward movement, or in box on instrument case on south side highway for northward movement. If movement over highway is not to be made after signals start operating, signals can be stopped by pushing button marked "STOP." If flashing light signals fail to operate, movement over crossing must be protected by member of crew.

Arvin.....Widmar Road, MP-332.60, while switching.

Public Utilities Commission orders also require the following protection for traffic:

Tulare.....If train, engine or cars stand on siding within 200 feet of county road crossing at Prosperity Ave., MP 248.7, member of crew must protect traffic against movements on main track.

At the following locations, trains or engines moving under the provisions of Rule 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	Mile Post
Caliente	East siding switch, Caliente-Bodfish Road	335.5

RULE 104. The normal position of rigid switches at the end of double track and at junctions is as follows:

Fresno Yard...End of double track, for westward track.
Fresno.....Westside Line, for eastward track.
Fresno.....Stem of wye for west leg wye.
Fresno.....Drill track, for Exeter Branch.
Lacjac.....ATSF Jct., for ATSF main track.
Reedley.....ATSF Jct., for ATSF main track.
Goshen Jct....Visalia Branch, for Valley line.
Goshen Jct....Coalinga Branch, for CTC siding.
Oil Jct.....Oil City Branch, for spur track.
Oil Jct.....ATSF, for tail track.
Rossi.....Stratford Branch, for branch.
Exeter.....VERY, for Exeter Branch.
Ducor.....ATSF, for siding.
Richgrove.....Richgrove Branch, for siding.
Gosford.....Buttonwillow Branch, for Sunset Ry.
Magunden....Arvin Branch, for eastward track.
Mojave.....Lone Pine Branch, for westward track.

Derails in main track:

Goshen Jct....On Visalia Branch, 250 feet east of junction switch.
Coalinga.....MP 295.70.

Summit Switch: MP-362.0. At electric lock on east end main track crossover crews must push button and run 6 minute time release to unlock switch unless train remains in clear on Summit siding and crew lines switch after departure of eastward trains moving by indication of Signal 3621.

Monolith: Trains entering east end of storage track located between main tracks, must line switches in the following order: Main track switch first; inside switch next; then derail. After train is in storage track, switches must be lined in the following order: Main track switch first; derail next; then inside switch.

Oil City Branch Oil Jct.: Derail has been placed on both tracks at Mobil Chemical. Derail positioned to derail inward. Derails must be removed before performing switching at Industry.

Yellow switch targets and keepers have been installed on main track switches at the ends of the following branch lines:

Clovis Branch.....MP-225.7, Rockfield
Coalinga Branch.....MP-295.4, Coalinga
Buttonwillow Branch.....MP-346.3, Buttonwillow

RULE 221. Fresno Yard is a train order office for trains originating only.
Exeter is a train order office for trains originating only.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM

Applies at following locations:

Territory.....Register Location

Stratford Branch:

Rossi-Stratford.....Rossi

Buttonwillow Branch:

Gosford-Buttonwillow.....Gosford

RULE D-251. Will apply on both tracks between Fresno Yard and Calwa Tower.

Applies on both main tracks, Bakersfield, between MP 310.86 and MP 312.90; both main tracks between Kern Jct. and Sandcut, and between Tehachapi and Mojave.

RULE 292. Bakersfield: Eastward trains may pass Signal 3132 displaying stop indication without stopping to enter yard tracks if flashing white light is displayed. If flashing white light is not displayed, trains must receive proceed signal from switchman, green flag by day, green light by night, or engineer is orally authorized.

Westward SP freight trains entering Bakersfield Yard tracks through crossover west of signal bridge 3151 may pass signal 3151 displaying stop indication without stopping to enter yard tracks if flashing white light is displayed. If flashing white light is not displayed, trains must receive proceed signal from switchmen, green flag by day, green light by night, or engineer is orally authorized, and will sound whistle signal 14(j) approaching Bakersfield.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as P-I; absolute signals as P-A.

Eastward Signal	Protection	Westward Signal
P-1972	Spring switch, Crossover Biola Jct.	P-A
P-2016	Spring switch end of double track.	
P-2018	Spring switch west end crossover yard lead to westward main track and eastward main track.	
P-2022	Spring switch east end crossover yard lead to westward main track.	P-2021
	Spring switch east end crossover westward main track to eastward main track (MP 201.9)	P
P-2036	Spring switch, west leg of Westside Line wye, Fresno	

Eastward Signal	Protection	Westward Signal
P-2042	Spring switch on crossover, Valley Line, Fresno	P-2041
P-2046	Barricade detector, MP 204.6 Valley Line, Fresno	P-2057
	Spring switch, east end station track, Fresno	P-2059
	Spring switch, junction switch Exeter Branch, Famoso siding	P-2937
P-A	Spring switch, east end double track, Bakersfield	P-A
	Spring switch at west end of westward siding, Caliente	P-3129
	Spring switch at east end of eastward siding, Caliente	P-A
P-3438	Slide detector fence between Tunnels 7 and 8	P-3445
P-A	Spring switch at west end of westward siding, Marcel	
	Spring switch at east end of eastward siding, Marcel	P-A
P-3556	Slide detector fence between Tunnels 14 and 15	P-A
P-3632	Barricade detector MP-363.4	P-3639
P-3630		
P-I	Spring switch west crossover switch MP-370.40	
	Spring switch east crossover switch MP-370.40	P-SA

Fresno: Spring switches in the vicinity of MP 201.9 are equipped with switch point indicators, and are protected by signals P-2016, P-2018, P-2021 and P-2022. When switch point indicators display green aspect, it will not be necessary to open and close spring switch by hand in accordance with this rule.

Eastward signal P-2022 is equipped with a flashing white light. When flashing white light is displayed, it indicates that the herder is prepared to accept movement from yard track to the eastward main track in accordance with signal indication.

Westward signal P-2021 is equipped with a flashing white light. When flashing white light is displayed it indicates that the herder is prepared to accept movements from the westward main track and governs movement as follows:

Top Unit	Main track
Center Unit	Crossover to yard
Bottom unit	Flashing white light

Trains must not pass signals P-2021 and P-2022 displaying red aspect unless flashing white light is displayed, or unless oral authorization is obtained from switchman.

Famoso: When switch point indicators display green aspect westward trains may proceed without inspecting or throwing switch by hand.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Fresno Yard: Westward dwarf signal on eastward main track at MP 201.99 displays permanent red aspect. Westward movement on eastward track or through crossover from eastward main track to westward main track is prohibited except when flagman is located at this signal and at the location where main track is to be cleared and assurance received that all train and engine movements are clear of track between these two points.

Fresno: Trains or engines will operate between MP 199.32 and MP 201.80 on signal indication which indication will supersede the superiority of trains between these points.

Westward signal adjacent to eastward main line MP 204.11 will display red aspect only per Rule 290, figure J. Trains and engines will be governed by yardmasters instructions and Rules 81-A and 507 before passing this signal.

Eastward trains and engines making reverse movement and westward trains and engines passing Signal 2041 under Rule 507, moving over spring switch east end crossover on eastward main line west of west leg of Westside Line wye, will be governed by Rule 81-A.

Westward Signal D-2399 located at MP 239.9 on Coalinga Branch will display aspect as per Rule 286, Figure C.

Bakersfield: Trains or engines will operate between MP 312.82 and MP 313.54 on signal indication, which indication will supersede the superiority of trains between these points.

Eastward Signal P-3124 is a two-unit signal; top unit governs movement on eastward track, bottom unit governs eastward movement through crossovers to yard tracks. Westward Signal 3127 governs westward movements from yard Track 1 to westward track.

Push buttons installed on instrument case opposite Signal 3127 and on Signals 3128 and 3129.

Eastward signal adjacent to westward main track at MP 314.99 will display red aspect only per Rule 290, Figure J. Trains and engines will be governed by yardmaster's instructions and Rules 81-A and 507 before passing this signal.

Summit Switch: Top unit of two-unit Signal 3621 at clear point of west siding switch may display indication per Rule 285, Figure H, or Rule 290, Figure J, and governs movement to eastward main track.

Lower unit may display indication per Rule 281, Figure G, Rule 285, Figure H; or Rule 290, Figure J and governs movement through crossover to westward main track.

M indicator on top of two-unit Signal 3621, when illuminated, authorizes westward movement on eastward main track to beginning of CTC, Tehachapi. When M indicator not illuminated, member of crew will contact dispatcher by phone for instructions.

Rule 507 applicable to single track will apply on eastward main track between Tehachapi and Summit Switch.

RULE 509. Fresno: Trains from Fresno Yard to operate via Westside line may pass Signal 2036 displaying stop indication without stopping at restricted speed to enter west leg of wye if wye switch is properly set and proceed signal received from switchman or oral authorization is given.

SPRING SWITCHES

RULE 538. Spring switch equipped with facing point lock is located:

Location	Normal Position
Famoso	East end station track Main Track

Spring switches not equipped with facing point locks are located:

Location	Normal Position
Biola Jct.	East Switch of Crossover Freight Lead
Fresno Yard	End of Double Track Eastward Main Track
Fresno Yard	West end crossover from yard lead to westward Main Track Crossover Track
Fresno Yard	East end crossover from yard lead to westward Main Track Westward Main Track
Fresno Yard	West end crossover from westward Main Track to eastward Main Track Crossover Track
Fresno Yard	East end crossover from westward Main Track to eastward Main Track Eastward Main Track
Fresno	West leg of wye, Westside Line Eastward Main Track
Fresno	East leg of wye, Westside Line Eastward Main Track

Location	Normal Position
Fresno	West end Crossover on westward Main Track west of west leg of Westside Line wye Westward Main Track
Fresno	East end crossover on Eastward Main Track west of west leg of Westside Line wye Crossover
Fresno	Exeter Branch Westward Main Track
Fresno	Junction switch, Clovis Branch Exeter Branch
Fresno	Switch from Exeter Branch to west end Track Exeter Branch
Goshen Jct.	Stem of Wye West Leg of Wye
Famoso	Junction switch, Exeter Branch Famoso Siding
Bakersfield	East end double track Westward Track
Bakersfield	West end yard, Track 1 Westward Track
Caliente	West end westward siding Eastward siding
Caliente	East end eastward siding Westward siding
Marcel	West end westward siding Eastward siding
Marcel	East end eastward siding Westward siding
Summit Switch	East end siding Eastward track
Cameron	West end crossover Westward track
Cameron	East end crossover Crossover

RULE 540. Switch-point indicators located at:

Fresno Yard	Spring switch end of double track, vicinity of Clinton Avenue overhead.
Fresno Yard	East end of crossover from yard lead to westward main track.
Fresno Yard	West end of crossover from westward main track to eastward main track.
Fresno Yard	East end of crossover from westward main track to eastward main track.
Fresno Yard	Spring switch leading from No. 1 drill track to Track No. 31 west of Ashlan Ave.
Fresno	West leg of wye, Westside Line.
Fresno	East leg of wye, Westside Line.
Fresno	West end crossover west of west leg of Westside Line wye.
Fresno	East end crossover west of west leg of Westside Line wye.
Fresno	Spring switch, junction switch, Exeter Branch.
Fresno	Spring switch, junction switch, Clovis Branch.
Fresno	Spring switch to west end Track No. 4420 Exeter Branch.
Goshen Jct.	Spring switch leading from Coalinga main track to west leg of wye.
Famoso	Spring switch siding junction switch.
Famoso	Spring switch east end station track.
Summit Switch	Spring switch from east end siding to eastward main track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in facing point direction.

INTERLOCKING

RULE 605. ATSF Crossing MP 207.0 (Exeter Br.): Interlocking is part of ATSF CTC system and operation over crossing is under control of ATSF train dispatcher. Telephones located in door of relay shelter at crossing and at interlocking signals. Trains stopped by signals at crossing must immediately contact ATSF train dispatcher and inform him of arrival and desired movement.

Hanford MP 252.85 (Coalinga Br.): ATSF crossing. Interlocking is part of ATSF CTC system and operation over crossing is under control of ATSF train dispatcher, Fresno. Telephone located in box at signals governing movement over crossing. Train stopped by signals at crossing must immediately contact ATSF train dispatcher and inform him of arrival and desired movement.

Kern Jct. Tower: Limits on westward main track extend from signal at MP 313.57 to signal at MP 313.63 and on eastward main track from signal at MP 313.52 to Signal at MP 313.69.

Buttonwillow Branch Jct. switch is at MP 313.69 on eastward main track within interlocking limits.

Following signals may display flashing red aspect as per Rule 290-A:

Top unit of westward signal on westward main track at MP 313.63 (end of double track).

Top unit of eastward signal on eastward main track at MP 313.52.

Top unit of westward signal on eastward main track at MP 313.69.

Top unit of westward signal on Buttonwillow Branch at MP 313.69.

Westward interlocking signal located at east interlocking limit at end of double track governs movement as follows:

Top unit governs westward movements to SP main track. Middle unit governs westward movements to ATSF westward main track.

Lower unit will display lunar aspect only; when lunar aspect is displayed trains may proceed without stopping at restricted speed on SP No. 1 Track.

Eastward interlocking signal at west interlocking limit governs movements as follows:

Top unit governs movements to eastward main track. Bottom unit governs movements to Buttonwillow Branch or to westward SP main track.

Westward interlocking signal at east interlocking limit on Buttonwillow Branch governs movements as follows:

Top unit governs movements to SP main track. Bottom unit governs movements to ATSF westward main track.

Westward interlocking signal at east interlocking limit for westward movements on SP eastward main track governs movements as follows:

Top unit governs westward movements on SP eastward main track to SP single main track.

Bottom unit governs westward movements on SP eastward main track to ATSF westward main track (and interchange tracks west of interlocking limit).

ATSF junction switch, Buttonwillow Branch junction switch, and end of double track. Whistle signals:

For main track, —,
To or from Buttonwillow Branch, — o —,
From SP to ATSF main track, o — —,
Between main track and transfer track, o — o,
To or from No. 1 track, o o — o.

Cameron-Mojave: Limits extend, on eastward track, from eastward interlocking signal MP 370.37, to westward interlocking signal MP 380.07; and on westward track between eastward interlocking signal MP-370.37 and westward SA signal MP 370.41, and are under control of operator Mojave. Telephone is located in box on pole adjacent to crossover switches Cameron.

Block signals are provided on eastward track within these limits for movement of trains in either direction being governed by indications of interlocking and automatic block signals.

Warren, MP 376.6: Electric switch lock on track No. 800 is under the control of Mojave Operator. Permission must be obtained from operator before lock box door is opened. Telephone is located on pole adjacent to switch. Dwarf signal 3766 located ahead of derail on track No. 800 governs movement on to the eastward main track. If after the main track switch and derail have been lined, signal 3766 displays stop indication, movement will be governed by Rule 507.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. On Letter Signal	Approaching	Authorizes and requires movement as follows
S.....P-2937.....Famoso.....		Enter station track at east switch.
S.....3612.....Summit		
	Switch.....	Enter siding and remain in siding until letter "M" is displayed.
M.....3630.....Summit		
	Switch.....	Enter eastward track and proceed under provisions of Rule D-251.

Bakersfield: Letter-type indicators under control of train dispatcher at MP 312.91 just east of Baker Street and when illuminated will display the word WAIT. Indicator applicable to westward movement on main track located on separate mast to right of main track and indicator applicable to westward movement on Track 1 is dwarf type located to right of Track 1.

Westward trains or engines will approach these indicators prepared to stop short of indicator and not proceed until light is extinguished or oral authority to proceed is received from the train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Calwa Tower-Bakersfield: Limits extend from end of double track, Calwa Tower, MP 209.09, to beginning of double track, Bakersfield, MP 310.87.

Calwa Tower: Movements across ATSF Railway track, MP 209.1, Calwa Tower, under control of Santa Fe train dispatcher. When eastward absolute signal or westward SA signal governing movements over ATSF track display stop indication, a member of crew must call Southern Pacific train dispatcher at Bakersfield who, after ascertaining that signals on ATSF track in both directions are displaying stop indication and no train approaching from either direction on ATSF track, may authorize movement over crossing.

Sound detector microphone is located 240 feet east of signal 2058 and adjacent to eastward main track. Eastward trains destined beyond Malaga must sound whistle from signal 2058 to sound detector microphone to notify Southern Pacific train dispatcher, which will be request for eastward absolute signal Calwa.

Goshen Junction: Westward absolute signals located on siding and on Coalinga Branch in advance of crossover Goshen Junction, MP 238.7, govern movements:

Top unit governs westward movement on siding;
Middle unit governs movement through crossover to main track;
Lower unit will display lunar aspect only.

Eastward absolute signals located on siding in advance of crossover Goshen Junction, MP 238.6, govern movements:

Top unit governs eastward movement on siding;
Middle unit governs movement to Coalinga Branch;
Lower unit will display lunar aspect only.

Eastward absolute signals located on main track in advance of crossover Goshen Junction, MP 238.6, govern movements:

Top unit governs eastward movement on main track;
Middle unit governs movement to siding;
Lower unit governs movement to Coalinga Branch.

Tulare: Movements across ATSF track MP 249.70, Tulare, under control of SP train dispatcher. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derails on ATSF track in both directions are set to derail and no train approaching from either direction on ATSF track, train dispatcher may authorize movement over the crossing.

Famoso: Eastward absolute signal located at east end of siding is a two-unit signal. Top unit governs movement to, but does not indicate track occupancy of station track. Lower unit governs movement through crossover to main track.

Eastward absolute signal located on Exeter Branch at fouling point of junction to Famoso siding, and on station track at fouling point east end.

Sandcut-Tehachapi: Limits extend from end of double track at Sandcut, MP 324.93, to beginning of double track at Tehachapi, MP 360.65.

Sandcut-Bena: On tracks Nos. 1 and 2 between Sandcut and Bena, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 507 applicable to single track will apply on both tracks. Westward absolute signal at end of two tracks Bena, MP 328.1, will authorize movement on either track.

Bealville: Westward two-unit absolute signal, located in advance of crossover on siding, Bealville, MP 339.6, governs movements on siding. Lower unit will display lunar aspect only.

Eastward three-unit absolute signal located in advance of crossover on siding, Bealville, MP 339.5, governs movements as follows:

Top unit governs eastward movement on siding,
Middle unit governs movement through crossover to main track,
Lower unit will display lunar aspect only.

Cable-Tehachapi: On tracks Nos. 1 and 2 between Cable and Tehachapi train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 507 applicable to single track will apply on both tracks.

Eastward absolute signal at west end of Cable, MP 356.4, has two units. Upper unit governs eastward movements on No. 2 track. Lower unit governs eastward movements on No. 1 track.

Two unit eastward absolute signal is on No. 1 Track west of crossover at MP 358.5. Upper unit governs eastward movements on No. 1 Track. Lower unit governs eastward movements through crossover to No. 2 Track.

Two unit westward absolute signal is on No. 2 Track east of crossover at MP 358.5. Upper unit governs westward movements on No. 2 Track. Lower unit governs westward movements through crossover to No. 1 Track.

Westward absolute signal on No. 1 Track east of crossover at MP 358.5 governs westward movements on No. 1 Track.

Eastward SA Signal at east end of No. 1 Track at MP 360.4 is a two unit signal. Upper unit displays red aspect only. Lower unit governs movements through crossover from No. 1 Track to eastward main track.

Westward two unit absolute signal is on westward main track at easterly limits of CTC, MP 360.65. Upper unit governs westward movements to No. 1 Track. Lower unit governs westward movements through crossover to No. 2 track.

Westward signal on Eastward Main Track at easterly limits of CTC, MP 360.65, is two unit dwarf absolute signal. Upper unit governs westward movements on No. 2 track. Lower unit governs westward movements through crossover to No. 1 Track.

Signal line between MP 325.20 and MP 340.50 carries 2300 volts, and if blown or knocked down must not be touched, and train dispatcher must be notified immediately.

RULE 812. Main track between Fresno Yard and Chowchilla MP 168.1 and Fresno Yard and Ingle MP 181.9 including Riverdale Branch and Biola Branch under supervision of Los Angeles Division.

Train orders and clearances will be issued over initials of Chief Train Dispatcher Roseville and current Sacramento Division timetable will apply between these points.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at west end of sidings at:

Ilmon	Bealville Crossover	Woodford	Cable
Caliente	Cliff	Walong	Tehachapi
Bealville	Rowen	Marcel	Summit
			Switch

When necessary to leave cars on any of these sidings permission must first be obtained from Chief Train Dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post.

Portable rail skid is hung on Advan sign Bakersfield team track east of old Highway 99.

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
242.45.....	Between Goshen Jct. and Tagus.
340.75.....	Between Bealville and Cliff.
344.12.....	Between Cliff and Rowen.
355.21.....	Between Marcel and Cable.

HOT BOX DETECTORS

SCANNER SITE

MP	Type	Direction	Location
212.3.....	D.....	West.....	*Fowler-Malaga
235.1.....	C.....	East and West.....	Traver-Goshen Jct.
253.....	B.....	East and West.....	Tulare-Tipton
267.5.....	C.....	East and West.....	Pixley-Earlimart
294.5.....	C.....	East and West.....	Famoso-Slater
307.7.....	D.....	East.....	#Saco-Oil Jct.
318.8.....	D.....	West.....	#Edison-Magunden@
328.6.....	C.....	East and West.....	Bena-Ilmon
363.8.....	C.....	East.....	Summit Switch-Monolith (Eastward Main Track)
363.8.....	C.....	West.....	Monolith-Summit Switch (Westward Main Track)

*Recorder at Fresno Yard, Car Foreman's office.

#Recorder at Bakersfield, Car Foreman's office.

@White light is located on mast on north side of track.

Refer to Rule 827, All Subdivisions.

RULE 827-A. Trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at the following locations:

Eastward Trains	Westward Trains
Saco	Goble

Refer to Rule 827-A, All Subdivisions.

RULE 883. Blocking chains are required at all locations except within the confines of Fresno and Bakersfield diesel facilities.

AIR BRAKE RULES

RULE 14. Coupling of trains together for the purpose of moving in one unit between Mojave and Ilmon is forbidden, unless authorized by Chief Train Dispatcher.

RULE 17. Be governed by the following:

Retaining valves will be used on descending grades as follows:

Passenger Trains:

Cameron to Mojave
Tehachapi to Caliente

All accessible retaining valves will be used except when train does not exceed 6 cars per 4-axle unit dynamic brake or 8 cars per 6-axle unit dynamic brake.

Freight Trains: Retaining valves must be used on freight and mixed trains, on descending grades as follows:

Cameron to Mojave
Tehachapi to Caliente

Without Dynamic Brake in Operation: One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars, and speed must not exceed 15 MPH.

With Dynamic Brake in Operation:

Permissible Tons Per Unit Without Retaining Valves

Basic Dynamic Brake		Extended Range Dynamic Brake		
4-Axle	6-Axle	4-Axle	6-Axle	8-Axle

With Dynamic brake in operation without pressure maintaining system of braking... 525 625 550 950 1250

With Dynamic brake in operation with pressure maintaining system of braking... 1500 1800 1600 2700 3600

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage.

Westward trains may turn up retaining valves at west end of Tehachapi if not required to stop before entering CTC. Retaining valves may be turned down at Ilmon or Bena instead of Caliente. If retaining valves not turned down before reaching Bena, speed must not exceed 25 MPH, Ilmon to Bena.

Conductor must advise train dispatcher when retaining valves are to be used.

When necessary to use retaining valves, freight trains using dynamic brakes need not stop, if in the judgment of conductor and engineer wheels are not overheating. When dynamic brakes are inoperative stops must be made as follows:

Freight trains may make continuous run Tehachapi to Woodford, where stop of 10 mins. must be made. If stop made at Cable, Marcel or Walong for 10 mins., succeeding run may be made to Cliff, where stop of 10 mins. must be made. After 10 min. stop at Woodford, Rowen or Cliff, succeeding run may be made to Bena.

Refer to Air Brake Rule 17, All Subdivisions.

RULE 24. Fresno Yard: Will apply at Fresno Yard only when advised by car foreman and 500 mile inspection is to be made.

RULE 24-E. Applies at Bakersfield and Fresno Yard.

RULE 24-G. Applies at Bakersfield and Fresno Yard.

RULE 25. Will apply for trains stopping at Summit Switch.

RULE 25-A. Will apply for trains not stopping at Summit switch.

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

RULE 33. Tehachapi to MP-332.62, and Cameron to Mojave:

Maximum tonnage per operative brake . . . 80 tons, except
 With dynamic brake and pressure maintaining
 system of braking in operation; with not more
 than 100 cars and speed not exceeding 20 MPH. 100 tons
 Beet trains consisting of not more than 110 cars
 and speed not exceeding 20 MPH . . . 100 tons
 Should dynamic brake failure occur while handling in ex-
 cess of 80 tons per operative brake, train may proceed at speed
 not exceeding 15 MPH if in judgment of conductor and engineer
 it is safe to do so, and provided retaining valves are used as
 prescribed by Air Brake Rule 17.

Restrictive grades are:

Eastward			Westward		
(Station) to (Station) MP MP	Speed	(Station) to (Station) MP MP	Speed	(Station) to (Station) MP MP	Speed
(Sandcut) (Bena)		(Caliente) (Ilmon)			
325.72 326.72	25 MPH	334.10 332.51	20 MPH		
(Monolith) (Cameron)		(Sandcut) (Edison)			
368.59 369.27	20 MPH	325.04 322.18	25 MPH		
(Cameron) Warren)					
371.35 374.00	20 MPH				

PASSENGER TRAINS

RULE 39. Applies at Summit.

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All, except: ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Fresno-Bekins spur; Drill track serving Calif. Fig Growers; Sunmaid Raisin Plants; Stewart-Nuss spur; Pearl spur east of "M" St.
All, except: EF 618, ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Fresno-Drill track serving Pacific Crate; Roma Wine and Container Corp.; Drill track serving Levi Iron & Metal; Fresno-Vendolator Co. tracks; Carskadon Distr. spur; Producers Cotton Oil tracks; Central Empire spur; PCA canal track.
All, except: ES 406, AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Fresno Yard-Wye track at Diesel Facilities.
All, except: AS 616; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Bakersfield-McCarthy Tank & Steel spur.
All, except: AS 616; EF 418; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Bakersfield-Lead tracks to Freight House, Montgomery Ward Co.
All, except: AS 616; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Lindsay-Tracks serving Shell Oil Co.; Independent Growers; California Spray Chemical Co.
All, except: ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; ES 410; ES 412	Rector-Southern Calif. Edison Co. spur beyond fouling point.

2. Load limit (car and contents):

*Fresno-Mojave	263,000 pounds
*Fresno-Mojave	315,000 pounds
Fresno-Famoso via Porterville	251,000 pounds
Fresno-Rockfield	240,000 pounds
Richgrove-Jovista	240,000 pounds
Goshen Jct.-Exeter	240,000 pounds
Goshen Jct.-Coalinga	240,000 pounds
Rossi-Stratford	240,000 pounds
Oil Jct.-Oil City	240,000 pounds
Kern Jct.-Buttonwillow	240,000 pounds
@Magunden-Arvin	240,000 pounds

*Applies to uniformly loaded four-axle cars having trucks spaced 23 ft. 0 in. or more center to center and minimum axle spacing of 5 ft. 6 in.

#Applies to uniformly loaded four-axle cars with minimum axle spacing of 6 ft. 0 in. and minimum distance 37 ft. 0 in. center to center of trucks; also, wheels 38 ins. or more in diameter.

@ Cars 67 ft. in length with 4 axles with 5 ft. 10 in. axle centers, 53 ft. 0 in. truck centers and 36 in. diameter wheels may have gross weight of 315,000 pounds between Magunden and Harperton, MP-321.1, if speed does not exceed 10 MPH.

Unless authorized by Superintendent, heavier loads must not be handled.

3. **Tulare:** MP-248.37. Burglar alarm system has been installed on gate to Western Compress. Alarm must be shut off before opening gate to perform switching. Instructions are posted inside metal box attached to gate.

4. **Locans:** When two 60 ft. box cars on tracks 1 and 2 at Bonner Packing Co., will not clear man on side of car.

5. **Clotho-Sanger:** Irrigation ditch in the path area on north side of track between MP-217.47 and MP-218.53; crews are advised to detrain on south side only.

6. **Rogas:** MP-331.90, Arco LPG loading track is limited to tank cars only.

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 25, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 28 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
FRESNO YARD TO MOJAVE:					MOJAVE TO FRESNO YARD:				
201.89 to 201.93 (through turn-out)			25	25	380.70 to 376.40			45	45
201.93 to 209.14			35	35	376.40 to 373.40			35	35
209.14 to 214.48			70	55	373.40 to 369.50			50	50
214.48 to 215.30			45	45	369.50 to 368.74			40	40
215.30 to 220.04			70	55	368.74 to 360.61			70	55
220.04 to 221.30 (Selma, 5 AM to 11 PM)			45	45	360.61 to 338.00			25	20
220.04 to 221.30 (Selma, 11 PM to 5 AM)			70	55	338.00 to 332.10			25	25
221.30 to 225.17			70	55	332.10 to 329.76			55	55
225.17 to 225.98			60	55	329.76 to 325.93			60	55
225.98 to 249.21			70	55	325.93 to 325.60			50	50
249.21 to 250.73			35	35	325.60 to 313.64			70	55
250.73 to 279.16			70	55	313.64 to 313.58 (Kern Jet.)			25	25
279.16 to 281.45			40	40	except:			20	20
281.45 to 310.07			70	55	ATSF trains			35	35
310.07 to 312.80			60	55	313.58 to 312.80			60	55
312.80 to 313.64 (Kern Jet.)			35	35	312.80 to 310.07			70	55
except:			30	30	310.07 to 281.45			40	40
ATSF trains			70	55	281.45 to 279.16			70	55
313.64 to 325.60			50	50	279.16 to 250.73			35	35
325.60 to 325.93			60	55	250.73 to 249.21			70	55
325.93 to 329.76			30	30	249.21 to 225.98			60	55
329.76 to 332.10			25	25	225.98 to 225.17			70	55
332.10 to 335.97			70	55	225.17 to 221.30			45	45
335.97 to 359.50			25	25	221.30 to 220.04 (Selma, 5 AM to 11 PM)			70	55
359.50 to 360.65 (via No. 2 track)			25	25	220.04 to 215.30			45	45
360.65 to 366.44			70	55	215.30 to 214.48			70	55
366.44 to 368.74			40	40	214.48 to 209.14			35	35
368.74 to 370.37			35	35	209.14 to 201.89			45	45
370.37 to 371.40 (spring switch)			30	30	ON EASTWARD MAIN TRACK:				
371.40 to 374.00			25	25	380.18 to 376.40			35	35
374.00 to 380.70					376.40 to 373.40			45	45
					373.40 to 370.42			25	25
					370.42 to 370.36 (Through cross-over)				

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than the maximum authorized speed, and must not exceed 30 MPH at the following locations:

Fresno	MP 199.0 to MP 209.0
Fowler	MP 214.5 to MP 215.5
Semla	MP 220.0 to MP 221.5
Kingsburg	MP 225.0 to MP 226.5
Tulare	MP 249.0 to MP 251.0
Delano	MP 279.1 to MP 281.4
Bakersfield	MP 311.0 to MP 315.0

All freight and mixed trains are restricted to Column 2 speeds except LABRF, LABRT, BRLAT, Light Engines, Cab Hops may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH between Fresno and Bakersfield via Tulare and between Bakersfield and MP 368.74 except through cities where speeds are regulated by City Ordinance provided trains contain no restricted cars and do not exceed requirements of tons per operative brake.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds westward between MP 360.61 and MP 338.00 provided trains do not exceed requirements of tons per operative brake:

Number of Cars	Tons Per Operative Brake
1 to 70	70
71 to 75	69
76 to 80	68
81 to 85	67
86 to 90	66
91 to 95	65
96 to 100	64
101 to 105	63
106 to 110	62
111 to 115	61
116 to 120	60
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

Signs reading CITY ORDINANCE are in place 2 miles in advance of the City Limits at the following cities having variable speed restrictions depending upon time of day:

City MAIN TRACK	City Limits		Sign Locations	
	West	East	Eastward	Westward
Fowler	MP 214.48	MP 215.65	MP 212.48	MP 217.65
Selma	MP 220.04	MP 221.30	MP 218.04	MP 223.30
EXETER BRANCH				
Reedley	MP 229.16	MP 230.66	MP 227.16	MP 232.66
Exeter	MP 256.49	MP 257.80	MP 254.49	MP 259.89
Lindsay	MP 263.42	MP 264.84	MP 261.42	MP 266.84

SPECIAL INSTRUCTIONS—BAKERSFIELD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS—(Continued)

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
FRESNO TO FAMOSO VIA PORTERVILLE:					
206.11 to 207.50		20	310.06 to 308.67		20
207.50 to 218.49		40	308.67 to 295.50		40
218.49 to 220.30		35	295.50 to 264.84		25
220.30 to 228.10		40	264.84 to 263.42 (Lind-say, 5 AM to 11 PM)		20
229.17 to 230.66 (Reed-ley, 5 AM to 11 PM)		20	264.84 to 263.42 (Lind-say, 11 PM to 5 AM)		35
229.17 to 230.66 (Reed-ley, 11 PM to 5 AM)		35	263.42 to 257.89		40
230.66 to 247.00		35	257.89 to 256.49 (Exeter, 5 AM to 11 PM)		20
247.00 to 256.49		40	257.89 to 256.49 (Exeter, 11 PM to 5 AM)		40
256.49 to 257.89 (Exeter, 5 AM to 11 PM)		20	256.49 to 247.00		40
256.49 to 257.89 (Exeter, 11 PM to 5 AM)		40	247.00 to 230.66		35
257.89 to 263.42		40	230.66 to 229.17 (Reed-ley, 5 AM to 11 PM)		20
263.42 to 264.84 (Lind-say, 5 AM to 11 PM)		20	230.66 to 229.17 (Reed-ley, 11 PM to 5 AM)		35
263.42 to 264.84 (Lind-say, 11 PM to 5 AM)		35	228.10 to 220.30		40
264.84 to 275.00		25	220.30 to 218.49		35
275.00 to 275.05 (Orange Ave. Crossing)		15	218.49 to 207.50		40
275.05 to 295.50		25	207.50 to 206.11		20
295.50 to 308.67		40			
308.67 to 310.06		20			
RICHGROVE TO JOVISTA:					
		20			20
GOSHEN JCT. TO EXETER:					
245.96 to 251.87		30	262.72 to 253.92		30
251.87 to 253.92		15	253.92 to 251.87		15
253.92 to 262.72		30	251.87 to 245.96		30

On Exeter Branch, MP 228.00 to MP 247.05, and MP 266.00 to MP 295.52, maximum speed of trains as shown below must not be exceeded when handled by following engines subject to further restrictions shown in Speed Restrictions for Trains table above:

AS 418.....45 MPH

On Exeter Branch, between MP 287.10 and MP 295.52, maximum speed of trains shown below must not be exceeded when handled by following ATSF engines subject to further restrictions shown in Speed Restrictions for Trains table above:

Diesels 99, 2650 to 2893.....30 MPH

On Visalia Branch maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

AS 410.....20 MPH

SPEED RESTRICTIONS FOR TRAINS—(Continued)

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
FRESNO TO ROCK-FIELD:					
206.15 to 206.99		15	225.77 to 223.15		20
213.03 to 214.30		20	223.15 to 214.30		30
214.30 to 223.15		30	214.30 to 213.03		20
223.15 to 225.77		20	206.99 to 206.15		15
GOSHEN JCT. TO COALINGA:					
239.53 to 240.13 (Wye)		15	296.49 to 256.49		30
240.13 to 256.48		30	256.49 to 256.48 (Lake St., Armona)		20
256.48 to 256.49 (Lake St., Armona)		20	256.48 to 240.13		30
256.49 to 296.39		30	240.13 to 239.53 (Wye)		15
ROSSI TO STRAT-FORD:					
		20			20
OIL JCT. TO MALTHA:					
		20			20
KERN JCT. TO BUTTONWILLOW:					
313.44 to 314.15 (street crossings)		15	347.00 to 316.65		30
314.15 to 316.65 (U.S. Highway 99)		25	316.65 to 314.15 (U.S. Highway 99)		25
316.65 to 347.00		30	314.15 to 313.44 (street crossings)		15
MAGUNDEN TO ARVIN:					
316.66 to 317.06		10	333.54 to 329.95		25
317.06 to 329.76		25	329.95 to 329.76		10
329.76 to 329.95		10	329.76 to 317.06		25
329.95 to 333.54		25	317.06 to 316.66		10

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, crossovers and turnouts	10
Except:	
Through controlled sidings and turnouts at Goble, Sun-Maid, Traver, Goshen Jct., Tulare, Tipton, Earlimart, Delfar, Famoso, Cawelo and Saco	25
Through crossover Sandcut and through siding and turnouts Summit Switch	20
Through controlled sidings and turnouts between Ilmon and Tehachapi, inclusive:	
Except:	25
Through turnout at east end of short siding Woodford, MP-349.06	20
On Las Palmas spur	20
On spur leading from Pinedale	20

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

MP	Location	Description
435.80	East of Russ	Overhead highway crossing
436.80	East of Russ	Tunnel 18 Overhead & side
437.30	East of Russ	Tunnel 19 Overhead & side
459.40	West of Sylmar	Tunnel 25 Overhead & side
426.80	West of Searles	Tunnel 29 Overhead

RULE 7-C. Slover: Eastward freight trains destined West Colton must not leave Slover unless oral authority has been obtained from West Colton trim tower herder to proceed past movement indicator at Pepper Avenue. These instructions will not apply to trains routed Track 900 (main line), via Administration Building, nor to local freight assignments.

RULE 10-J. Speed signs to left of track.

Eastward	Reading
MP 458.94 Sylmar	60-35
Westward	Reading
MP 416.60 Palmdale No. 2	35

RULE 21. Vincent: Trains may be identified on double track at Vincent.

Slover: Trains operating via Hiland may identify trains between West Colton and Slover and such identification will apply at Slover.

Burbank Jct.: Identification may be made between Glendale and Burbank Jct. to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

RULE 82-A. Searles: Crew arriving Searles from Lone Pine may assume schedule of No. 701 without obtaining clearance.

Crew arriving Searles may assume schedule of No. 703 without obtaining clearance.

RULE 83-A. At the following stations, only the trains indicated will register:

Searles	Trains required under provisions of Rule S-240.
Mojave	Trains required under provisions of Rule S-240.
Palmdale	Trains originating or terminating.
West Colton	Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Mojave.....All trains except Oak Creek Branch trains.
When a regular train or section of schedule is checked on register at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct.

West Colton: Train order office is in building at Pepper Avenue, MP 537.17.

Trains from Mojave Subdivision, westward freight trains from Colton Subdivision, trains and helper engines originating or terminating may register by ticket under provisions of Rule 83-B.

Westward trains from West Colton yard via Mojave Subdivision will receive train orders and clearance at train order office at Pepper Avenue, MP 537.17.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP
378.87 Mojave	386.00
Mojave (Lone Pine Branch)	381.60
Mojave (Oak Creek Branch)	380.96
393.00 Rosamond	396.50
404.12 Lancaster	407.53
408.20 Palmdale	421.52
Palmdale (Colton Cut-Off)	419.07
449.37 Saugus	451.64
448.17 Saugus (Santa Paula Branch)	
459.30 San Fernando	468.50
471.20 Burbank Jct.	
491.80 West Colton (Mojave Subdivision)	
532.43 West Colton (Colton Subdivision)	538.70
427.68 Searles	430.03
517.50 Lone Pine	End of track

RULE 103. Automatic protection (controlled by single track circuit, with "Stop" signs at control limits) exists at following crossings:

Location	Crossing No.	Track	Protection
Palmdale	B-412.53-C	P.I.D. Drill	Flash. Lights
Palmdale	B-412.78-C	P.I.D. Drill	Flash. Lights
Sylmar	B-457.83-C	2 spurs	Gates
Inyokern	BAM-447.1	Siding	Gates

Pacoima: Automatic crossing gates Van Nuys Boulevard crossing MP 463.34. Gates will remain lowered if engines or cars occupy tracks 50 feet either side of crossing.

Sun Valley: Cars or engines must not be left standing on main track or siding within 100 feet of either side of Sunland Blvd. crossing, MP 467.8. When switching over Sunland Blvd., engines or cars must stop within 50 feet of crossing and not enter crossing until traffic signals on both sides of crossing are synchronized with the automatic warning devices.

Sun Valley: MP 467.46-C. Tuxford Street Crossing. Consolidated Rock Company spur.

Stop signs installed. Crossing must not be entered until flashing lights are operating. Flashing lights are operated manually by inserting switch key in receptacle. Turn key ½ turn to right. Key may be removed but crossing must be occupied within 45 seconds or flashers will stop. Key start located in box 30 feet in advance of crossing in either direction and on all 3 tracks.

Mojave: Trains and engines from Lone Pine Branch must stop at stop sign located 500 feet east of highway crossing MP 380.34 and obtain instructions from operator as to whether or not they can cross over to main track to avoid blocking highway crossing.

Refer to Rule 103, All Subdivisions.

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:

Mojave	Lone Pine Branch, for westward track.
Saugus	Santa Paula Branch, for westward siding.
Searles	Trona Ry, for track No. 1.
Vincent	West end.....Eastward main track.
Vincent	East end.....Westward main track.

Mojave: MP 380.70. Derailed located between No. 5 track switch and No. 6 track switch east end Mojave Yard is lined in derail position. Derailed is facing point for eastward movements and may be trailed through on westward movements.

Flota: MP 383.6. Tail track diverging westward from Purdy Company track is for exclusive use of industry. Tail track also substitutes for derail and has derail target. Switch must be locked in reversed (derailing) position except when Purdy Company spur being switched by Railroad.

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

Rosamond: MP 395.7. Track No. 0430. Great Lakes Carbon Corp. Derailed located 200 ft. from end of spur to protect LPG tank cars spotted thereon.

Hivolt: Derailed installed on Southern California Edison Co. spur, 325 feet east of main track switch.

Lone Pine. MP 517.9. Spring derail installed in main track.

RULE 104-A. Yellow switch targets and keepers have been installed on main track switches at the ends of the following branch lines:

Oak Creek Branch MP 389.9, Creal
Lone Pine Branch MP 518.8, Lone Pine

RULE 105. Saugus: Westward siding is first track south of main track extending from MP 451.50 to MP 450.40. Eastward siding is first track north of main track extending from MP 449.40 to MP 450.50.

Trains or engines must not foul westward siding from east end of Bunnell storage track until permission is received from train-order operator.

San Fernando: Siding is for use only by light engines and local freight trains.

RULE 211.

Palmdale: To enable train dispatcher to advance a westward train beyond junction switch Colton Line, Operator after receiving verbal authority from train dispatcher will clear westward interlocking signal, Colton Line, for movement on main track which will be an indication to an approaching train that train orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains, and will not require the issuance of Form N train order or the blinking of train order signal several times.

Palmdale-Colton Cut-Off: After train order Form N has been issued to operator at Palmdale, train operating eastward to Palmdale No. 2, Palmdale-Colton Cut-off, upon receipt of "calling on" signal from operator Palmdale, is authorized to proceed on main track from west switch Palmdale No. 1 interlocking signal Junction switch Palmdale-Colton cut-off, MP 414.42.

Saugus: Westward interlocking signal at east switch, westward siding, displaying proceed indication authorizes and requires westward trains to proceed on main track to train order office.

Burbank Jct.: To enable train dispatcher to advance a westward train beyond Burbank Jct. where it is restricted for an opposing or a following train, operator, after receiving verbal authority from train dispatcher, will clear interlocking signal at west end of double track east of Burbank Jct. for movement on main track on route desired which will be an indication to an approaching train that orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains and will not require the issuance of Form N train order or the blinking of train order signal several times.

RULE 221. Burbank Jct. is a train-order office only for westward trains.

West Colton is a train-order office for trains originating.

Lone Pine is a train-order office only between 6:30 AM and 3:30 PM, daily, except Saturdays, Sundays and Holidays.

Unit for display of flashing light installed at following location:

Station	Location	Direction
Palmdale	On train-order signal mast	Eastward

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
-----------	-------------------

Oak Creek Branch:	
Mojave-Creal	Mojave
Lone Pine Branch:	
Searles-Lone Pine	Searles

RULE D-251. Will apply on both main tracks between west interlocking limits East Mojave and Mojave.

RULE 306. The following block signals equipped with triangular plate displaying the letter P have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3826	Barricade detector, MP 384.63	P-3853
P-3894	Spring switch, west end siding, Ansel	
	Spring switch, east end siding, Ansel	P-3911
P-3992	Spring switch, west end siding, Oban	
	Spring switch, east end siding, Oban	P-4009
P-3992	Barricade detector, MP 400.00, Oban	P-4009
P-4008		
P-4010	Barricade detector, MP 402.00	P-4021
P-4046	Spring switch, west end siding, Lancaster	
	Spring switch, east end siding, Lancaster	P-4057
P-4092	Spring switch, west end siding, Denis	
	Spring switch, east end siding, Denis	P-4109
P-4156	Spring switch, west end siding, Harold	
	Spring switch, east end siding, Harold	P-4167
P-4200	Spring switch, west end siding, Vincent	
	Spring switch, east end siding, Vincent	P-4213
P-4248	Spring switch, west end siding, Paris	
	Spring switch, east end siding, Paris	P-4257
P-4284	Spring switch, west end siding, Ravenna	
	Spring switch, east end siding, Ravenna	P-4297
P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ	
P-4346		
P-4348	Slide detector fence at MP 435	
	Spring switch, east end siding, and slide detector fence middle of siding, Russ	P-4347
	Slide detector fence at MP 435	P-4357
P-4382	Spring switch, west end siding, Lang	
	Spring switch, east end siding, Lang	P-4393
P-4426	Spring switch, west end siding, Humphreys	
	Spring switch, east end siding, Humphreys	P-4435
P-4466	Spring switch, west end siding, Honby	
	Spring switch, east end siding, Honby	P-4475
	Spring switch, east end eastward siding, Saugus	P-4505
P-4504	Spring switch, west end westward siding, Saugus	
	Spring switch, east end siding, Newhall	P-4541
P-4566	Barricade Detector MP 457.60	P-4579
		P-4577
P-4578	Spring switch, west end siding, Sylmar and Barricade Detector MP 458.80	
	Spring switch, east end siding, Sylmar, and Barricade Detector MP 458.80	P-4593
P-4610	Spring switch, west end siding, San Fernando	
P-4622	Barricade Detector MP 462.60	P-4631
P-4630	Barricade Detector MP 463.30	P-4635
	Spring switch east end Palmdale Siding No. 2	P-4181
P-A	Spring switch, west end siding, Slover	
Interlocking Signals	High Water Detector, MP 451.46	Interlocking Signals MP 452.67
	Saugus-Newhall MP 451.92	MP 452.67

RULE 516. Overlap post:

Pacoima Westward trains, MP 463.30.

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located:

Location	Normal Position
Ansel	West end siding
Ansel	East end siding
Oban	West end siding
Oban	East end siding
Lancaster	West end siding
Lancaster	East end siding
Denis	West end siding
Denis	East end siding
Harold	West end siding
Harold	East end siding
Paris	West end siding
Paris	East end siding
Ravenna	West end siding
Ravenna	East end siding
Russ	West end siding
Russ	East end siding
Lang	West end siding
Lang	East end siding
Humphreys	West end siding
Humphreys	East end siding
Honby	West end siding
Honby	East end siding
Saugus	East end eastward siding
Saugus	West end westward siding
Sylmar	East end siding
Sylmar	West end siding
Newhall	East end siding
San Fernando	West end siding
Palmdale	East end siding No. 2
Slover	West end siding at MP 490.37

Spring switches not equipped with facing point locks are located:

Location	Normal Position
Vincent	West end
Vincent	East end

RULE 540. Switch-point indicators located at:

Mojave Spring switches at east end track Nos. 2, 3 and 4.*

*Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made.

INTERLOCKING

RULE 605. East Mojave: Limits extend from eastward interlocking signals on main tracks at MP 381.30 to westward interlocking signals at MP 381.60 on SP main track and MP 816.50 on ATSF main track; and from eastward interlocking signal east end of yard lead at MP 381.34 to westward signal on tail track at MP 381.40.

Interlocking is controlled by operator at Mojave.

Eastward signal at MP 381.30 on eastward main track governs movements:

Top unit to SP main track,
Middle unit to ATSF main track,
Bottom unit to tail track.

Eastward signal (for eastward movements against current of traffic) at MP 381.30 governs movements:

Top unit to SP main track,
Bottom unit to ATSF main track.

Westward signals on SP and ATSF main tracks at MP 381.60 and ATSF MP 816.50 govern movements:

Top units to westward SP main track.
Bottom units to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Signal at clear point on tail track governs movements to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Telephones located on pole at MP 381.30 and in booth at east interlocking limits.

Sound detector microphones are located adjacent to track near eastward interlocking signals MP 381.30 and MP 381.34 East Mojave.

Eastward trains occupying back track within 200 feet on 2 or 3 tracks within 500 feet in approach to these signals should blow whistle to notify Mojave operator when they are ready to leave East Mojave.

Operator will keep switches lined for tail track until train whistle has been sounded or otherwise notified when train is ready to depart Mojave Yard.

Palmdale: Limits extend from eastward interlocking Signal MP 414.42 to westward interlocking signals MP 414.50 Saugus Line and MP 416.60 on Colton Line.

Colton Line: Junction switch is dual control and instructions governing operations are posted in telephone box adjacent to the switch.

After train order Form N has been issued to operator at Palmdale, train operating eastward to Palmdale No. 2, Colton Line, upon receipt of calling on signal from operator Palmdale, is authorized to proceed on main track from west switch Palmdale No. 1 to interlocking signal Junction switch Colton Line, MP 414.42.

Saugus-Newhall: Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

West Colton: Limits extend:

MP 532.43 (Sierra Avenue) to MP 538.64 (Colton Tower).
MP 491.80 (Slover) to MP 537.45 (West Colton via West leg of Wye).
MP 491.80 (Slover) to MP 492.39 (via East leg of Wye).

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Approach-ing	Authorizes and requires movement as follows:
M	4080	Denis	Proceed on main track to signal 4108 east end siding, and be governed by that signal for movement to junction switch.
S	4080	Denis	Enter siding and remain until letter M is displayed.
M	4119	Denis	Proceed on main track to west end of siding.
S	4119	Denis	Enter siding.
M	4110	At east end	Denis
M	4486	Saugus	Enter main track and proceed to junction switch.
M	4486	Saugus	Proceed on main track to east end eastward siding.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits on Colton Cut-Off extend from MP 489.68, Bench, to MP 491.80, Slover.

GENERAL REGULATIONS

RULE 825. Instructions for applying hand brakes:

Mojave: Through freight trains left standing without crew when consist is not to be disturbed will apply hand brakes on cars in train as follows:

Ten brakes on east end and ten brakes on west end unless conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Other freight trains or cuts of cars left standing will have hand brakes applied as follows:

25 cars or less 10 brakes on east end
26 to 50 cars 15 brakes on east end
Over 50 cars 20 brakes on east end

Any employe releasing any of these brakes must apply an equal number to replace them.

West Colton: When trains or cars are left standing in West Colton Receiving Yard or Departure Yard, not less than four hand brakes will be applied on descending end. When less than four cars, all hand brakes will be applied.

Portable rail skids are hung on posts at lower end of sidings at:

Ansel	Paris (West End)
Oban	Paris (East End)
Denis	Ravenna
Harold	Russ
	Lang
	Newhall

When necessary to leave cars on these sidings they must be left clear of the Approach Circuit Sign.

Portable rail skids are hung on posts at following locations:

Slover (East End)
Dike (East End)
Canyon (East End)
Hiland (East End)
Wash (West End)
Palmdale Siding No. 2 (West End)
Vincent Team Track and on Setout Spur Track

When necessary to leave cars on any of these sidings permission must first be obtained from Chief Train Dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes applied if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post.

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
MP 387.3	Between Fleta and Ansel
MP 431.72	Between Ravenna and Russ
MP 446.6	Between Wash and Phelan
MP 453.1	Newhall
MP 458.1	Between Newhall and Sylmar
MP 486.8	Between Dike and Bench

High-Wide Load Detector installed at hot box detector scanner site at following location:

MP	Direction	Location	Location of Recorder Readout
488.6	East	Dike-Bench	West Colton Yard Crest Lead Carman at Administration Bldg.

High-Wide load detector scanner sites have a dual purpose. High-wide load and hot box detector white light is continuously displayed on track side of instrument house. When high-wide load or hot box is detected light will start to flash. Absence of white light must be promptly reported to train dispatcher.

Crew members must keep a vigilant look-out for white light, and when found flashing, conductor and engineer must immediately orally compare observations when means of communication is available. Train must be stopped and, when means of communication is available, crew member must contact employe at location of recorder to determine location of high-wide load or hot bearing. If means of communication is not available, inspection must be made of all journals and cars in train for hot bearing or load protruding beyond limits.

HOT BOX DETECTORS

SCANNER SITE

MP	Type	Direction	Location
396.0	C	East & West	Ansel-Oban
412.6	C	East & West	Denis-Palmdale
431.1	B	East & West	Palmdale-Wash
457.9	B	East & West	Phelan-Hivolt
488.6	D	East	*Dike-Bench

*Recorder at West Colton Yard, Crest Lead Carman at Administration Bldg.

Refer to Rule 827, All Subdivisions.

RULE 827-A. Trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at the following location(s):

Mojave: Westward ATSF trains prior to entering Mojave Yard.

Refer to Rule 827-A, All Subdivisions.

RULE 837. Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

MP 420, Palmdale, to MP 491.9, West Colton.

RULE 883. Light engines must not be left unattended between Hiland and West Colton unless protected by derail or inside switch.

AIR BRAKE RULES

RULE 2-H, L. Will apply when operating over either leg of wye between east switch Slover and West Colton.

RULE 17. Be governed by the following:

Retaining valves will be used on descending grades as follows:

Passenger Trains:

Vincent to Lang
Sylmar to Burbank Jct.
Hiland to West Colton

All accessible retaining valves will be used except when train does not exceed 6 cars per 4-axle unit dynamic brake or 8 cars per 6-axle unit dynamic brake.

Freight Trains: Retaining valves must be used on freight and mixed trains, on descending grades as follows:

Vincent to Lang
Sylmar to Burbank Jct.
Hiland to West Colton
Searles to MP 412
Creal to Mojave

Without Dynamic Brake in Operation:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With Dynamic Brake in Operation:

Permissible Tons Per Unit Without Retaining Valves

Basic Dynamic Brake		Extended Range Dynamic Brake		
4-Axle	6-Axle	4-Axle	6-Axle	8-Axle

Vincent to Lang, Sylmar to Burbank Jct., Searles to MP 412 and Creal to Mojave:

With dynamic brake in operation without pressure maintaining system of braking ...	525	625	550	950	1250
--	-----	-----	-----	-----	------

With dynamic brake in operation with pressure maintaining system of braking ...	1500	1800	1600	2700	3600
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Hiland to West Colton: With dynamic brake in operation without pressure maintaining system of braking ...	525	775	625	950	1250
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With dynamic brake in operation with pressure maintaining system of braking ...	1500	2250	1800	2700	3600
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If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage.

Refer to Air Brake Rule 17, All Subdivisions.

FREIGHT TRAINS

RULE 24-E. Applies to trains arriving in West Colton receiving yard.

RULE 25. Will apply for eastward and westward trains stopping at Vincent and to westward trains stopping at Searles. Will apply at Hiland to eastward trains using retaining valves or otherwise required to stop. Running air brake test must be made between MP 455.0 and Hiland.

RULE 25-A. Will apply for trains not stopping at Vincent, to westward trains not stopping at Searles, and to eastward trains not required to stop at Hiland and not using retaining valves.

RULE 33. Creal to Mojave, Searles to MP 412.00 and Vincent to Lang:

Maximum tonnage per operative brake ... 80 tons, except;

With dynamic brake and pressure maintaining system of braking in operation with speed not exceeding 20 MPH 80 to 100 tons

Without dynamic brake in operation, maximum tonnage per operative brake Vincent to Lang is 80 tons and speed must not exceed 15 MPH Vincent to Paris and 20 MPH Paris to Lang. Retaining valves must be used as prescribed by Air Brake Rule 17.

One hundred tons per operative brake may be handled with trains of 6,000 tons or less having dynamic brake in use running at reduced speed not to exceed 20 MPH Vincent to Paris.

Hiland to West Colton:

Maximum tonnage per operative brake 80 tons
Except with dynamic brake and pressure maintaining system of braking in operation with not more than 125 cars and speed not exceeding 20 MPH 100 tons

Hiland to West Colton:

Trains handling sugar beets with dynamic brake and pressure maintaining system of braking in operation with not more than 110 cars and speed not exceeding 20 MPH 100 tons

Except trains operating via Mojave to West Colton with not more than 300 tons per axle of dynamic brake and pressure maintaining system of braking in operation and speed not exceeding 20 MPH 140 tons

Exception; Searles to Mojave:

Trains handling loads originating at Searles and operating via Mojave to Burbank Junction with not more than 400 tons per axle of dynamic brake and pressure maintaining system of braking in operation and speed not exceeding 25 MPH Searles to MP 412. Maximum tons per operative brake 140 tons

Exception; Vincent to Lang:

Trains operating via Mojave to Burbank Junction with not more than 300 tons per axle of dynamic brake and pressure maintaining system of braking in operation and speed not exceeding 20 MPH. Maximum tons per operative brake 140 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are:

Eastward		
(Station) MP	to	(Station) MP Speed
(Ansel)		(Rosamond)
392.74		393.84
(Vincent)		(Palmdale)
417.36		414.46
(Newhall)		(Sylmar)
456.25		457.69
(Sylmar)		(San Fernando)
458.97		461.17
(Pacoima)		(Sun Valley)
463.97		464.89
(Sun Valley)		(Burbank Jct.)
468.22		470.34
(Hiland)		(West Colton)
463.9		492.7

Westward		
(Station) MP	to	(Station) MP Speed
(Sylmar)		(Newhall)
454.94		453.02

LONE PINE BRANCH

(Coso)		(Inyokern)
470.43		461.53

PASSENGER TRAINS

RULE 39. Applies at Summit.

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines. . . Inyokern—Must not go beyond 200 feet west of east interchange track, NWC.	

2. Load limit (car and contents):

*Mojave-Burbank Jct.	263,000 pounds
#Mojave-Burbank Jct.	315,000 pounds
*Palmdale-West Colton via Hiland	263,000 pounds
#Palmdale-West Colton via Hiland	315,000 pounds
*Mojave-Searles.	281,000 pounds
*Searles-Lone Pine	263,000 pounds
#Mojave-Creal	315,000 pounds

*Applies to uniformly loaded four-axle cars having trucks spaced 23 ft. 0 in. or more center to center and minimum axle spacing of 5 ft. 6 in.

#Applies to uniformly loaded four-axle cars with minimum axle spacing of 6 ft. 0 in. and minimum distance of 37 ft. 0 in. center to center of trucks; also, wheels 38 in. or more in diameter.

Unless authorized by Superintendent, heavier loads must not be handled.

3. Tunnel 25, Newhall: Boxes, secured with switch locks, at east portal of Tunnel 25, MP 459.40 contain two knuckles, two air hoses and a wrench for emergency use.

Switches controlling lights in Tunnel 25 are located at each portal. Lights must be extinguished when not in use.

4. Pacoima, MP 463.03: Spur track serving Price-Pfister International has beam across spur 100 feet from end, for operation of overhead crane, is at impaired clearance and is to be kept in raised position by industry during switching operations and when crane not in use. Look out for poor footing on spur serving this industry.

5. Searles, MP 428.40: Look out for cars and equipment on both legs of wye.

6. Inyokern, MP 447.20: Look out for poor footing on team track account lumber loading.

7. Manual Block System established on Colton Cut-Off between MP 418.1, Palmdale No. 2, and MP 462.3, Hiland.

Unless otherwise provided, Manual Block System does not supersede superiority of trains nor dispense with use or observance of other signals and rules governing movements outside of block system limits whenever and wherever they may be required.

Train order will be used to authorize Manual Block System, and the following rules and instructions will govern when train order is in effect.

Definition: Manual Block System—A length of track over which train movements are governed by special rules as herein contained:

To place Manual Block System in effect, following form of train order must be issued:

"Effective (time) Manual Block System rules as described in Timetable and Special Instructions No. 6 are in effect between Hiland and Palmdale."

When necessary to place a time limit on Manual Block System operation, following form of train order must be issued:

"Effective (time) Manual Block System rules as described in Timetable and Special Instructions No. 6 are in effect between Palmdale and Hiland. This order is annulled at (time) and Manual Block System rules are no longer in effect."

To permit a train to enter block occupied by another train under rules requiring flag protection, following form of train order must be issued:

"Block is occupied by (Train No.). Your train (number) must be preceded by flagman."

To permit a train to enter block occupied by another train under rules requiring movement at restricted speed, following form of train order must be issued:

"Block is occupied by (Train No.). Your train (number) must proceed prepared to stop short of train or obstruction but not to exceed fifteen (15) MPH."

A train must not enter block when Manual Block System rules are in effect unless a clearance is received bearing OK time and initials of Chief Train Dispatcher. Wire failure clearance under provisions of third paragraph of Rule 221-A must not be issued at Palmdale or Hiland for trains on Colton Cut-Off.

A passenger train must not be admitted in the block when occupied by another train, except under flag protection.

No train will be admitted in the block when occupied by an opposing train or by a passenger train, except under flag protection.

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into the block except when authorized by train order, and when such movement is authorized, the following train must proceed prepared to stop short of a train or obstruction, but not to exceed 15 MPH.

The train dispatchers and operators are responsible for the proper operation of the Manual Block System and must maintain complete records in the block record book, including train numbers, time block authority granted and time trains enter and clear the block.

To admit a train in block, the block record must be examined by the individual in charge of block record at that station, and, if clear of trains, request permission for the block from the next block station in the following form: "Block for (train)." The individual receiving this request must check block record at his station and, if clear, will enter the train number in his station's block record and respond: "I have blocked for (train)." Opposing trains must then be held at that station until train for which the block was given has arrived and cleared the block. When permission to use the block has been obtained, the train may be cleared.

Following speed restrictions must be adhered to:

EASTWARD, PALMDALE TO WEST COLTON:

460.00 to 463.80 40

WESTWARD, WEST COLTON TO PALMDALE:

463.80 to 460.00 40

Trains authorized by train order may operate at 65 MPH where speed signs authorize 49 MPH within Manual Block System limits, subject to Timetable and train order restrictions.

8. Creal, MP 391.3, Oak Creek Branch:

At California Portland Cement Co. a signal is located at the coal unloading hopper 2800 feet from switch on Track No. 0558 to protect retractable water sprinklers. Trainmen and enginemen must not pass signal if red aspect or no aspect is displayed. Green aspect must be displayed before proceeding beyond this signal.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 25, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on page 28 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
MOJAVE TO BURBANK JCT.:					BURBANK JCT. TO MOJAVE:				
380.70 to 381.30			45	25	471.49 to 461.90			60	55
381.30 to 381.40					461.90 to 461.80				
(through turn-outs)			25	25	(street crossings)			60	55
381.40 to 414.76			70	55	461.80 to 458.94				
414.76 to 417.36			50	50	(Sylmar)			60	55
417.36 to 420.00			30	30	458.94 to 457.25			40	40
420.00 to 422.62			30	25	457.25 to 456.25			30	30
422.62 to 426.33			45	25	456.25 to 454.81			25	25
426.33 to 435.19			30	25	454.81 to 453.00			40	25
435.19 to 436.74			35	25	453.00 to 448.60			40	40
436.74 to 438.17			30	25	448.60 to 448.23			30	30
438.17 to 442.13			40	35	448.23 to 446.22			45	45
442.13 to 446.22			30	30	446.22 to 442.13			30	30
446.22 to 448.23			45	35	442.13 to 438.17			40	40
448.23 to 448.60			30	30	438.17 to 436.74			30	25
448.60 to 454.81			40	40	436.74 to 435.19			35	35
454.81 to 456.25			25	25	435.19 to 426.33			30	25
456.25 to 457.25			30	25	426.33 to 422.62			45	45
457.25 to 458.94			40	25	422.62 to 420.00			30	30
458.94 to 461.80					420.00 to 417.36			30	25
(Sylmar)			60	35	417.36 to 414.76			50	45
461.80 to 461.90					414.76 to 381.40			70	55
(street crossings)			60	35	381.40 to 380.70			50	45
461.90 to 471.49									
(Burbank Jct.), except:			60	45					
thru crossover west of tower			35	35					
PALMDALE TO WEST COLTON:					WEST COLTON TO PALMDALE:				
414.41 to 414.60				35	West leg of wye, West Colton			15	
414.60 to 460.00				49	492.71 to 491.90				15
460.00 to 463.80				40	(East leg of wye)				40
463.80 to 487.40				30	491.90 to 487.40				30
487.40 to 491.90				40	487.40 to 463.80				40
491.90 to 492.71					463.80 to 460.00				49
(East leg of wye)				15	460.00 to 414.60				35
West leg of wye, West Colton				15	414.60 to 414.41				
MOJAVE TO LONE PINE:					LONE PINE TO MOJAVE:				
380.09 to 380.47				15	518.00 to 428.80			30	
380.47 to 397.00				30	428.80 to 428.20			15	
397.00 to 406.00				25	428.20 to 406.00			30	
406.00 to 428.20				30	406.00 to 397.00			25	
428.20 to 428.80				15	397.00 to 380.47			30	
428.80 to 518.00				30	380.47 to 380.09			15	
MOJAVE TO CREAL:					CREAL TO MOJAVE:				
380.70 to 386.75				30				20	
386.75 to 389.90				25					

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than the maximum authorized speed, and must not exceed 30 MPH at the following location(s):

Lancaster MP 404.5 to MP 406.0

All freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 55 MPH except LABRF, LABRT, BRLAT, Light Engines, Cap Hops may be authorized by train order to operate at Column 1 speeds not exceeding 60 MPH provided requirements of tons per operative brake are not exceeded:

Number of Cars	Tons Per Operative Brake
1 to 70	70
71 to 75	69
76 to 80	68
81 to 85	67
86 to 90	66
91 to 95	65
96 to 100	64
101 to 105	63
106 to 110	62
111 to 115	61
116 to 120	60
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

except LABRF, LABRT, BRLAT, Light Engines, Cap Hops as follows:

EASTWARD

MP 381.40 to MP 414.76 65 MPH
MP 420.50 to MP 426.33 25 MPH

WESTWARD

MP 420.50 to MP 417.36 25 MPH
MP 417.36 to 414.76 45 MPH
MP 414.76 to MP 381.40 65 MPH

Eastward trains in excess of 300 tons per axle of dynamic brake in operation must not exceed 25 MPH between Hiland MP 464 and MP 487.

On Lone Pine Branch between MP 428.87 and MP 493.51, maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

AS 409, 410 25 MPH
EF 418 20 MPH
ES 410 20 MPH

With Caution
SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS Not Exceeding MPH

Through yard and other tracks, wyes, balloon tracks, crossovers and turnouts 10

Except:

Through sidings and their turnouts at Ansel and Oban, and between Palmdale and West Colton via Hiland 25
Through all other sidings and their turnouts. 20

Except:

Through turnout at east end Ravenna, and through sidings and turnouts at Denis, Saugus, Newhall, San Fernando, Pacoima, and Sun Valley 15
West Colton 15

Except:

Track 100, MP 530.50 to MP 532.43, and By-Pass Track 951-952, MP 537.29 to MP 538.1 25

Diesel Facility:

Tracks 600 to 610 8
Tracks 624 to 628 and Wye Tracks 5

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
480.70	Dayton Ave., Overhead crossing	Overhead
481.72	River Station, Overhead crossing	Overhead
482.60	Los Angeles, 2nd crossing, L.A. River Bridge	Overhead and Side
492.64	Patata, L.A. River Bridge	Overhead and Side
514.00	East of South Anaheim, Santa Ana River Bridge	Overhead and Side
501.61	(E. Long Beach Branch) Orange and Hill Overpass	Overhead
514.10	West Santa Ana, Santa Ana River Bridge	Overhead and Side
547.30	West of Redlands, 2nd Street	Overhead and Side on Redlands Branch
607.57	Myoma, overhead crossing	Overhead
545.66	Santa Ana River Bridge (Marigold)	Overhead and Side on San Bernardino Branch

RULE 7-C. Yuma: Trains must not enter or depart Yard unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized by yardmaster or his representative.

RULES 7-C and 12-B. West Colton: Trains or engines before departing or entering yard must contact yardmaster or his representative for permission, unless movement indicator proceed signal is received.

RULE 10-J. Speed signs to left of track:

Eastward MP	Reading	Westward MP	Reading
501.24	15	490.36	6
546.20	40 No. 2 track	542.00	30
	25 No. 1 track	556.82	45—25
548.24	40	565.30	50—25
554.82	50	565.35	25
563.30	50—25	587.00	45
574.58	45—25	591.00	55
618.75	70—55	600.50	55
727.00	55	729.00	50
730.10	15		
733.10	55		

Speed signs to right of track, but with one track intervening:

Westward at MP 486.30 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.10 reading 12 is to right of drill track.

RULE 14. On Santa Monica, Hollywood and Alla Branches trombone whistle only is to be used, the use of air horn is prohibited.

The use of air horn or whistle is prohibited in Huntington Park between Alameda St. and State St., inclusive, except in emergency.

RULE 17. Trains operating on State Street Line, must operate between El Monte and Mission Road overpass with headlight dimmed.

RULE 17-D. Master circuit breakers for oscillating headlight must be in OFF position on all units when operating on State Street line between El Monte and Mission Road overpass.

RULE 26. West Colton: Fixed blue sign reading MEN AT WORK and signal indicators are located between rails at both ends of tracks 101 through 108, 151 through 158 in the receiving yard, tracks numbered 501, 502, 411 through 415, 435 through 438 in the departure yard, tracks 201, 202, 203, 211, 212, 213, 214, 235, 236, 237 and 238 in the classification yard.

When a fixed blue sign is displayed in conjunction with a signal indicator be governed as follows:

Signal Aspect	Signal Indication
Yellow	Blue sign will be considered in a non-governing position.
Blue	Blue sign will be considered in a governing position. Respect Rule 26.
Dark	In the absence of both blue and yellow lights in indicator fixed blue sign must be respected in accordance with Rule 26.

RULE 26-B. Vernon-A. M. Castle Co.: A two position signal has been installed inside A. M. Castle Company's track door (Spur 1480) in the upper left hand corner. When door (roll up type) is opened the signal is activated and will display an amber aspect if cranes are retracted, and a red aspect when cranes are impairing track area. Movement can only be made into the area when signal displays an amber aspect. No movement can be made should the indicator display red aspect or if light is out.

La Mirada-Cerritos Drill Track: Watch out for close side clearance on north side of All American Nut spur track No. 3375 that will not clear man on side of car when crane is parallel to track.

Red and green signal lights have been installed 60 feet west of close clearance on north side of track. When signal light displays red aspect, crane will be parallel to track and member of crew must not pass this point until signal light displays green aspect and crane is moved into clear where it will not create close side clearance.

RULE 82-A. Trains operating through West Colton may leave West Colton without obtaining a clearance. Inbound crews will deliver their train orders and instructions to outbound crews at West Colton.

Indio: Trains originating at Indio and making turn at Coachella, Thermal, Mecca or Ferrum and making a second trip, are thereby authorized without obtaining clearance. Trains originating at Indio or Yuma and making turn at El Centro are thereby authorized to leave El Centro without obtaining a clearance.

RULE 83-A. At the following stations only trains indicated will register:

Los Angeles	Terminal Tower is a register station for Trains No. 1 & No. 2 or any extra Amtrak passenger train via Alhambra.
Bench	Trains required under the provisions of Rule S-240.
Orange Ave. Junction	Trains required under the provisions of Rule S-240.
Pomona	Trains required under the provisions of Rule S-240.
Fullerton Junction	Trains required under the provisions of Rule S-240.
North Stanton	Trains required under the provisions of Rule S-240.
Dolores	Trains required under the provisions of Rule S-240.
Culver Junction	Trains required under the provisions of Rule S-240.
MP 540.4-Santa Ana River	Trains required under the provisions of Rule S-240.
Bryn Mawr	Trains required under the provisions of Rule S-240.
Indio	Trains originating and terminating.
El Centro	Trains required under the provisions of Rule S-240.
Holtville	Trains required under the provisions of Rule S-240.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Los Angeles	Terminal Tower Trains No. 1 or No. 2 or any extra Amtrak passenger train via Alhambra may register by ticket.
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RULE 93. Yard Limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP	East MP
471.20 Los Angeles (Burbank Jct. to Eastward main)	485.50
471.20 Los Angeles (Burbank Jct. to westward main)	482.90
497.3 Baldwin Park Branch	507.00
471.20 Los Angeles (Santa Ana Branch)	489.99
490.00 Ardmore (Santa Ana Branch)	End of Branch
497.60 Studebaker (Puente Branch)	501.23
509.00 Anaheim (Stanton Branch)	End of Branch
511.00 South Anaheim (Tustin Branch)	End of Branch
486.19 Los Angeles (San Pedro Branch)	489.90
489.91 South Gate (San Pedro Branch)	End of Branch
(Also includes Long Beach Branch)	
485.70 Los Angeles (Clement) (Wilmington Branch)	499.70
490.80 Watts (El Segundo Branch)	El Segundo 501.60
493.00 So. Los Angeles (Torrance Branch)	End of Branch
485.20 Los Angeles (Clement) (Santa Monica Branch)	Culver Junction 494.20
490.80 Watts (West Santa Ana Branch)	North Stanton 508.00
487.50 Slauson Junction (La Habra Branch)	
Fullerton Jct.	505.80
514.30 Los Alamitos Jct. (Los Alamitos Branch)	End of Branch
U.P. 10.50 Fullerton Jct. (Anaheim Branch) Anaheim U.P.	End of Branch
497.20 Santa Fe Springs (Whittier Branch)	End of Branch
532.43 Sierra Ave., West Colton	538.70
539.00 Colton (San Bernardino Branch)	End of Branch
609.73 Indio	618.41
732.50 Yuma	737.40
Yuma (Yuma Valley Railroad)	End of Branch
674.52 Calipatria (Calexico Branch)	705.00
713.70 Sandia Branch (Holtville)	703.50

BALDWIN PARK BRANCH

Movements between Bassett and MP 507 (east of Covina, 9.7 miles) will be made in accordance with Rule 93. Movements between MP 507 and MP 509 will be made on train order authority only.

SANTA ANA BRANCH

A red marker, red light, or lighted red fusee must be displayed to the rear of caboose or cars from sun down to sun up when movement is made on Santa Ana or Olive Streets in the City of Anaheim.

LA HABRA BRANCH

Through engine movements between Slauson Jct. and Los Nietos must not leave either of those two points until ascertained there are no opposing movements. Road switchers must yield to through hauler movements promptly to avoid delay.

All trackage between Colima and Fullerton Jct. jointly used by Southern Pacific and Union Pacific Railroads under provisions of Rule 93.

ANAHEIM BRANCH UPRR

Assigned hours of operation on the UPRR Anaheim Branch from Fullerton Jct. to Anaheim are as follows:

SP Crews	12:01 AM to 11:59 AM
UP Crews	12:01 PM to 11:59 PM

If necessary to use main track over UP Anaheim Branch during other than assigned hours, movement must be protected by flagman as prescribed by Rule 99.

SAN PEDRO BRANCH

ATSF crews will arrive and depart from Pier "A," Wilmington and from Ore Dock San Pedro, via ATSF connection commencing at McFarland Avenue, using former Southern Pacific siding to switch to West Basin and Pier "A" Yard.

SP crews will use SP main track Avalon Boulevard to Pier "A" Yard and return, unless otherwise directed by the Harbor Belt Line Yardmaster.

SP unit trains will use crossover west of Avalon Boulevard to cross over SP main track to siding, thence to San Pedro.

Harbor Belt Line crews will line switches for SP movements.

Control points for movements over SP tracks have been established at Long Beach, Dolores, Pier A Wilmington, Sixth Street San Pedro, Stop Board at entrance to Long Beach Branch on Union Pacific Railroad, and Watson Station ATSF Railroad.

Before trains or engines depart any of these points to operate over SP trackage outside the Harbor Belt Line Inner Zone of Operation, permission must be obtained from Assistant Terminal Superintendent, Long Beach or his representative.

Westward trains via Mission Tower must contact Santa Fe Redondo Tower for clearance before passing 50th Street and must not pass Little Alameda Street until clearance is received.

WILMINGTON BRANCH

Eastward trains to Dolores must contact Dolores before passing 92nd Street.

Eastward trains to La Habra Branch must contact Los Nietos before passing Slauson Junction.

Westward trains to La Habra Branch must contact Los Nietos before passing 92nd Street.

Westward through trains via Mission Tower must contact Santa Fe Redondo Tower for clearance before passing 55th Street and must not pass Amoco until clearance is received.

Los Angeles, Top End of "A" Yard: Revolving red light on post top end of "A" yard when displayed will be indication for westward movement to stop clear of any eastward movement until light is extinguished. Oral authority must be obtained from top end of "A" yard yardmaster before entering into "A" yard through crossing to make pickup of cars.

Main Line Tower: Tracks 2 to 10 inclusive, crossover between 30 lead and 40 lead east end "A" Yard and tracks 1 through 8 west end "C" Yard are equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Trains or engines entering "A" or "C" units through crossovers MP 479.31 and MP 479.51 must not continue movements on yard leads unless proceed signal received from switchman (green flag by day, green light by night), or engineer orally authorized by switchman, or No. 80 (governing eastward movement), or No. 90 (governing westward movement) displayed by track indicator on top of Switchtender's tower.

Flashing light track indication signs located on top of main line tower MP 479.40 governing movements on yard tracks only in lieu of hand signals or communication with herder in tower. Trains or engines must remain at clear point of yard tracks until flashing white number displayed on indicator and when displayed will be authority for train or engines occupying track designated to proceed.

When zeros are displayed singularly or in multiples on the board on top of Main Line Switchtender's Tower any and all movements on track controlled by the Main Line Switchtender must stop.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

Dayton Ave. Tower: Trains or engines stopped by interlocking signal at signal bridges 3, 4 or 6 will, if signal does not clear, call operator on telephone located on signal bridge. Trains entering or leaving east end Links or Bullring must receive proceed signal or oral authorization.

RULE 93. Applies to all trains or engines operating on Harbor Belt Line Railroad.

RULE D-97. Applies between Los Angeles and Alhambra, between MP 609.74, Indio and MP 618.41, Thermal, and between end of CTC, MP 732.45, Yuma, and Subway, MP 734.26.

RULE 98. The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must approach crossing with caution, and may move over crossing without stopping if crossing is clear, and no movement is approaching from either direction.

Branch	Crossing	Location
San Pedro	La Habra Branch	Los Angeles (Alameda St.)
San Pedro	East Long Beach Branch	Dominguez
San Pedro	ATSF	McFarland Ave. (HBL)
San Pedro	West Santa Ana Branch	MP 491.30
Long Beach	ATSF (Texas Co. Spur)	MP 501.90
Baldwin Park		
*Upland	ATSF	MP 518.7
*Grapeland	ATSF	MP 525.0
*Rialto	ATSF	MP 534.8

*Must not exceed 15 MPH.

The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must stop, and not proceed until it has been ascertained that there are no movements approaching from either direction.

Branch	Crossing	Location
La Habra	San Pedro Branch	Los Angeles (Alameda St.)
E. Long Beach	UP Railroad	Cota
El Segundo	ATSF	Wise Transfer

On above crossings when inclement weather impairs vision, fuses must be displayed not less than 100 feet each side of crossing.

Fruitland: Railroad crossing between Bethlehem Steel and Luria Brothers on Magnolia Drill is protected by STOP SIGNS. Engines operating on Magnolia Drill must stop at stop signs and not proceed until it has been determined that track crossing is clear for movement.

San Bernardino: Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

San Bernardino—E St.—ATSF—MP 541.8

RULE 99. Engines may proceed without train order authority between yard limit boards under protection of flagman as prescribed by Rule 99, as follows:

San Pedro Branch-South Gate MP 489.90 to 489.91.
Santa Ana Branch-Ardmore MP 489.99 to 490.00.

RULE 103. Public Utilities Commission orders require that trains and engines must stop, and member of crew warn traffic on the following street or highway crossing before movement is made:

Location	Crossing
Los Angeles Yard	Wilson Street
	Mateo Street
	Lyon Street
Alhambra	Mission Road (all crossings)
Lynwood	Alameda Street
Marlboro	Grove Avenue
Buena Park	Caballero Ave.
	Regio Ave.
Santa Ana	Fourth Street
Costa Mesa	Sunflower Ave.
E. Long Beach	Obispo Avenue
Redlands (2nd St.)	Fourth St.
Indio	Indio Blvd. on Calif. Date Growers Assn. spur.
Coachella	Industrial Way on drill track MP 615.69.
El Centro (on No. 70 drill)	Commercial Ave. Second Ave.

Azusa: Over Todd Ave. on Marmion Lumber Co. spur. Lighted fuses must be placed on each side of track on crossing before entering crossing. Movements are confined to daylight hours.

Hooper Yard: Warning for traffic must be afforded when switching over 8th Street. Cars must not be left standing on yard tracks between marker stripes painted on rail and 8th Street on east side of 8th Street.

Downey: Woodruff Avenue on Royal Drill Track.

Trainmen must insert switch key in lock box located at STOP sign either side of crossing. This will lower gate for 40 seconds and allow train to occupy crossing. Gates will remain down until train has cleared crossing.

Following crossing protected by gates with control circuits located within short distance of crossing:

Anaheim	Lincoln Avenue	MP 508.4
*Alla	Mindanao Way	MP 497.7
*Covina	Citrus Avenue	MP 504.96

Cars must not be left standing on main track between marker stripes painted on either side of crossings.

*Stop signs installed. Crossing must not be entered until member of crew is satisfied gates are down.

Huntington Beach: Main Street and Garfield Avenue—MP 522.59. Traffic signal pre-emption circuit installed. Stop signs are located approximately twenty-five (25) feet each side of crossing. Movements must stop at stop sign and allow flashing white light mounted on top of signal case to operate twenty (20) seconds before entering crossing.

If flashing white light is not observed, warning to vehicular traffic must be afforded by member of the crew.

Riverside: Crossing bells located at Seventh and Ninth Streets are manually controlled with switches located on the bells.

San Bernardino Branch: *Waterman Ave.—MP 542.96.

*Traffic signal pre-emption circuit installed. Stop signs are located approximately twenty-five (25) feet each side of crossing. Movements must stop at stop sign and wait twenty seconds before entering crossing.

Norton Air Base: **Tippecanoe Street—MP 544.45.

Crown Jewel: **Alabama Street—MP 548.12.

*Traffic signal pre-emption circuit installed. Stop signs are located approximately twenty-five (25) feet each side of crossing. Movements must stop at stop sign and allow flashing white light mounted on top of signal case to operate twenty seconds before entering crossing. If flashing white light is not observed, warning to vehicular traffic must be afforded by member of crew.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

Trains must stop and traffic on highway must be warned by a member of the train crew over the following crossings:

Brawley: When shoving cars eastward over K St. on Even drill or Standard Oil Spur. When engine ahead, stop, sound whistle signal 14(1) and if crossing clear, proceed.

El Centro: Before pushing or backing cars on house track or drill tracks over Main Street.

Imperial: Before pushing or backing cars over Main Street on spur track serving Arical Company.

RULE 104. The normal position of rigid switches at junction points are as follows:

Firestone Park. Santa Ana Branch, for westward freight lead.

Wilmington (Anaheim Blvd.) Long Beach Branch, for San Pedro Branch.

Watson. San Pedro Branch, at end of Wilmington Branch.

MP 489.83. El Segundo Branch, for Wilmington Branch.

MP 490.10. West Santa Ana Branch, for Wilmington Branch.

Dominguez. For San Pedro Branch.

Wilmington (Anaheim Blvd.) Normal position of switch at junction of Long Beach Branch and San Pedro Branch, MP 501.39 for Long Beach Branch.

97th Street. For Wilmington Branch.

Watts. For Wilmington Branch.

Dominguez. For Wilmington Branch.

South Los Angeles. For Torrance.

Culver City. For Santa Monica.

West Los Angeles. For Hollywood.

City of Industry. Puente Branch, for connecting track.

West Anaheim. Stanton Branch, for Santa Ana Branch.

South Anaheim. Tustin Branch, for Santa Ana Branch.

Colima. For La Habra Branch.

Fullerton Jct. For U.P. Anaheim Branch.

North Stanton. For Stanton Branch.

Baldwin Park. For Bassett Branch.

Orange Ave. Jct. For Azusa Branch.

Riverside Jct. Junction switch for main track.

Ferrum. EMRR for Interchange track.

Holtville. Holton Interurban main track for Sandia Branch.

El Centro. Interchange track, for SD&AERY main track.

El Centro. Sandia Branch, for east leg of old wye.

Derails in main track:

Bryn Mawr. Redlands Branch.

Normal position of wye switches:

Location:	Leg of Wye:	For:
City of Industry	East	Extension track
Studebaker	East	Puente Branch
Studebaker	West	Puente Branch
Wilmington (Anaheim Blvd.)	West	Long Beach Branch

SPRING DERAILS

Location	Normal Position
River Station	Links track
River Station	Water Hole track
River Station	Bull Ring tracks
River Station	Hotel tracks (1 thru 5)
	(Eastward track)

Derails must be lined by hand for eastward movements, and must be immediately restored to derailing position after movement is completed, and under no circumstances may spring derails be left unattended in closed position.

When spring switch or derail is equipped with switch point indicator, indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When red aspect is displayed or light is out careful examination of switch must be made before passing over switch.

City of Industry: Cars must not be left on either the east or west leg of wye track or connecting track to UP.

City of Industry: One rigid and four variable switches at City of Industry Yard have been equipped with black plate bearing a white letter "N" mounted above switch target. These switches must be returned to normal position after each use and must not be left open for another train or engine unless a member of crew is left in charge. Normal position of these switches will be with the switch target parallel to track.

RULE 221. Terminal Tower Los Angeles is a Train Order Office for Train No. 2 or any extra Amtrak passenger train via Alhambra.

West Colton is a train order office for trains originating.

Indio is a train order office for trains originating only.

El Centro is a train order office for trains originating operating via Iris, Wister, and SDAE.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Baldwin Park Branch:	
Bench-MP 509 (West of San Dimas)	Bench
Azusa Branch:	
Orange Ave. Junction-Azusa	Orange Ave. Junction
Chino Branch:	
Pomona-Chino	Pomona
La Habra Branch:	
Fullerton Junction-Brea Chem	Fullerton Junction
Stanton Branch:	
North Stanton-Huntington Beach	North Stanton
West Santa Ana Branch:	
North Stanton-West Santa Ana	North Stanton
East Long Beach Branch:	
Dominguez Junction-End of Branch	Dolores
Alla Branch:	
Culver Junction-Inglewood	Culver Junction
Santa Monica Branch:	
Culver Junction-Santa Monica	Culver Junction
West Los Angeles Branch:	
Culver Junction-West Hollywood	Culver Junction
Riverside Branch:	
Colton MP 538.95-Riverside Junction	MP 540.4-Santa Ana River
Redlands Branch:	
Bryn Mawr-Crafton	Bryn Mawr
Calexico Branch:	
MP 705-Calexico	El Centro
Sandia Branch:	
Holtville-End of Branch	Holtville

RULE D-251. Will apply as follows:
On eastward main track between Los Angeles and MP 485.55.
On both main tracks between MP 609.74, Indio and MP 618.41, Thermal.
On both main tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26.

RULE 292. Los Angeles Yard: Flashing white lights are located on inbound and outbound engine leads between the roundhouse and top end of "A" Yard.
Eastward engines must not proceed east of signal governing movement unless flashing white light is displayed. Engine must be within 250 feet of signal before indication will be displayed.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

Roundhouse receiving Tracks Nos. 1 through 3, inclusive, are equipped with electrically controlled switches and switch-point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position, and yellow aspect when switch is in reverse position.

When indicator is not lighted, careful examination of switch must be made before making movement over switch.

Westward engines must stop within 100 feet of signal located at clear point on outbound engine lead, unless flashing white light is displayed. Switch dividing inbound and outbound engine leads is a spring switch.

State Street Line: Eastward trains must not pass signal 4954, located east of Baldwin Ave. underpass, when flashing white light is displayed unless orally authorized by train dispatcher.

Araz: Eastward trains must not pass signals 7304 or 7306, located west of Winterhaven crossing when flashing white light is displayed unless orally authorized by train dispatcher.

RULE 306. The following block signals equipped with triangular plate bearing the letter P have included in their control limits some special protective device. Interlocking signals are listed as P-I. Absolute signals are listed as P-A.

Eastward Signal	Protection	Westward Signal
4912	Dragging equipment detector, MP 488.5 absolute signal at MP 485.73. Two indication light type indicators installed adjacent to eastward automatic signal 4912, MP 491.20, San Gabriel Blvd., San Gabriel, and to the right of westward main track and to the left of eastward main track 550 feet east of Valley Blvd., MP 485.91, and designated as dragging equipment indicators. Indicators will display red aspect when actuated by dragging equipment detector and lunar aspect when not actuated by dragging equipment detector. Crew of train stopped by red indicator will inspect their train for dragging equipment and then call train dispatcher who will change indicator aspect from red to lunar.	
P-4960	Barricade detector MP 496.3	P-4963
P-A	Spring switch at MP 490.37 (Baldwin Park Branch)	P-5513
P-I	Spring switch, west end track No. 1, Studebaker	P-I
	Spring switch, east end track No. 1, Studebaker	P-I
	Spring switch beginning double track Slauson Junction (La Habra Branch)	P-I
	Spring switch beginning double track Slauson Junction (Wilmington Branch)	P-I
P-A	No. 1 Track high water detector, Bridge MP 550.41	P-5513
P-A	No. 2 Track high water detector, Bridge MP 550.41	P-5511
P-A	High water detector, Bridge MP 583.26	P-5839
P-A	High water detector, Bridge MP 583.33	P-5839
P-6086	High water detector, Bridge MP 608.93	
	P-A at MP 609.72	
P-A	High water detector, Bridge MP 618.60	P-A
P-A	Movements over end of derailling spur, Fer- rum, MP 638.9	P-A
P-A	High water detector bridge, MP 640.87	P-6417
P-6510	High water detector bridge, MP 651.99	P-6531
P-6708	High water detector bridge, MP 672.79	P-6729
P-A	High water detector bridge, MP 691.62	P-6919
P-A	High water detector bridge, MP 705.26	P-A
P-A	High water detector bridge, MP 713.28	P-A
P-A	Spring switch, east end Colorado River bridge, Yuma	
P-A	Spring switch, MP 737.50, east end cross- over from running track to Track No. 2	P-SA

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Los Angeles Yard: Signals 4781 and 4783 top end "A" Yard lead track governs movement through crossover between yard lead and main tracks to westward main track with the current of traffic only.

These signals will remain dark until crossover switches are opened.

Eastward freight trains must not pass signal 4780, top end of "A" Yard unless proceed signal or oral authorization is received.

Taylor Junction: When signal 4845 displays stop indication trains and engines after stopping must contact interlocking operator at Mission Tower and be governed by his instructions.

Between Mission Tower and Dayton Avenue Tower, via East Bank Junction, trains or engines may use main tracks, in either direction, being governed by signal indication.

Yuma: Main tracks between MP 734.26 and MP 737.50 are designated as follows:

- No. 1 Track—To north.
- No. 2 Track—To south.

Between MP 734.26 and MP 737.50 trains or engines may use main tracks in either direction, being governed by signal indication.

Westward signal adjacent to Track No. 2, MP 734.32, will display red aspect only as per Rule 290, Fig. J. Trains and engines will be governed by yardmaster's instructions before passing this signal.

RULE 512. Block indicator (Rule 298, Figure 1) located at clear point Wilmington Branch. Westward engines on Wilmington Branch at Dominguez must stop and operate push button. If block is unoccupied indicator will clear (Rule 298, Figure 3). Movement may proceed.

SPRING SWITCHES

RULE 538. Not equipped with facing point locks:

Location	Normal Position
Pomona Junction, Chino Branch	Controlled siding
Wilmington Branch	
Slauson Junction	MP 487.35 Westward main track
	MP 487.75 Eastward main track
Slauson Junction	East leg of wye Wilmington Branch
Florence	Nadeau Westward main track
92nd St. (50 feet west)	Westward main track
92nd St. west end crossover	Wilmington Branch
92nd St. east end crossover	Wilmington Branch
Dominguez Junction	MP 496.50 San Pedro Branch
La Habra Branch	
Holmes Ave.	East end wye For west leg of wye
West Santa Ana Branch	
Watts	End double track Westward main track
Santa Ana Branch	
Studebaker	West switch track No. 1 Track No. 1
Studebaker	East switch track No. 1 Main Track
San Pedro Branch	
Firestone Park	West end Track K-1
Firestone Park	East end Track K-7
South Gate	West end engine track Main track
Watson	Connection MP 499.98 San Pedro Branch
Anaheim Blvd	Long Beach Branch Long Beach Branch
*Yuma	West leg of wye from running track West leg of wye
	East leg of wye from running track Running track
	Stem of wye West leg of wye
	East end roundhouse track No. 1 East leg of wye
	West end roundhouse track No. 1 Roundhouse track No. 1

*All engines to diesel facilities will use west leg of wye into roundhouse service track.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Slover	West end siding at MP 490.37 Main track
Yuma	East end bridge Eastward track
East Yard	East end of crossover from running track to track No. 2 Track No. 2

RULE 540. Switch point indicators located as follows:

Location	Signal Indication	Normal Position
(Long Beach Branch)		
MP 501.82	Green aspect	Lined for SP movement
	Yellow aspect	Lined for ATSF movement
	Red aspect	Careful examination of switch must be made before passing over.

INTERLOCKING

RULE 605. Dayton Avenue Tower: Limits extend on westward main track from interlocking signal bridge at MP 479.31 to signal bridge No. 4 at MP 481.44; on eastward main track from interlocking signal bridge at MP 481.75; on yard tracks from interlocking signals located on east end of C Yard 1, 2 and 3, east end of yard leads No. 17 and No. 20 to interlocking signal located at the east end of the Midway bridge; and from interlocking signals located at the west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Crossovers between MP 479.31 and MP 479.60 equipped with dual control switches. Instructions for operation posted in phone booth.

Bottom unit of interlocking signals on track No. 1 C Yard and track No. 1 A Yard may display lunar aspect. When lunar aspect is displayed train or engine may proceed without stopping at restricted speed within interlocking limits.

Mission Tower: Limits extend on both main tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to signal at MP 481.44 on westward track and signal at MP 481.75 on eastward track; on westward track to interlocking signal located 300 feet east of Taylor Jct. MP 482.20 and on eastward track to signal at MP 482.22; on track of River Station line from East Bank switch to interlocking signals at MP 482.33 located 250 feet west of Naud Jct. switch and to signal bridge No. 2 East Bank line to State Street Jct. at MP 484.94.

LAUPT: Limits extend from eastward interlocking signals at signal bridge No. 2 at MP 482.42 to west end of station tracks.

Los Nietos-Studebaker: Limits extend on Puente Branch over ATSF crossing from westward interlocking signal, MP 504.98 to eastward interlocking signal, MP 501.13 and from westward interlocking signal, MP 499.46 to eastward interlocking signal, MP 497.61. On La Habra Branch limits extend from westward interlocking signal, MP 495.66, to eastward interlocking signal, MP 496.86.

At Studebaker, eastward trains and engines en route Los Nietos will move via track No. 1 and westward trains and engines en route Studebaker will move via main track.

Main track between MP 498.80 and MP 497.76, Studebaker, is signalled for westward movements only and track No. 1 which extends from MP 497.76 to MP 498.80 is signalled for eastward movements only. Before making an eastward movement on the main track between these points or before making a westward movement on track No. 1, permission must first be obtained from operator and such movements must be made not exceeding restricted speed.

Stem of wye switch at Studebaker is a dual control switch and under control of operator. When necessary to hand throw this switch, permission must be obtained from operator and be governed by Rules 663, 765-A and 772.

Movements across ATSF track, MP 501.70, under control of ATSF train dispatcher. When interlocking signals display stop indication, member of crew must call ATSF train dispatcher for permission to move over crossing. After permission obtained from train dispatcher movement may be made only after flag protection has been provided on ATSF tracks on both sides of crossing.

Tustin Branch—South Anaheim and Marlboro: Limits extend from interlocking signal on both sides of crossings of ATSF at MP 512.40 and MP 514.50.

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from ATSF train dispatcher at San Bernardino by telephone. Power operated derrails located 250 feet on either side of crossings at South Anaheim, MP 512.40. Instructions for manual operation posted in telephone compartment of instrument case. Cars must not be left standing on approach circuit located 150 feet in approach to interlocking signals at Marlboro, MP 514.50, while switching interchange track.

*West Colton: Limits extend from:

MP 532.43 (Sierra Ave.) to MP 538.64 (Santa Fe Interlocking).
MP 491.80 (Slover) to MP 537.45 (West Colton via west leg of wye.)
MP 491.80 (Slover) to MP 492.39 (via east leg of wye.)

Santa Fe Interlocking: Limits extend eastward on main tracks from MP 538.64, to westward interlocking signals just east of ATSF crossing, MP 538.72.

*Westward Interlocking signals at MP 532.50 (Sierra Ave.) and MP 492.00 (Stem of wye) are under joint control of West Colton Interlocking and CTC train dispatcher. When necessary to operate in accordance with Rule 663, CTC train dispatcher's authority must also be obtained by interlocking operator before movement can be made.

Westward Interlocking Signals at MP 538.72 (Santa Fe Interlocking) are under joint control of Santa Fe Interlocking and West Colton Interlocking. When necessary to operate in accordance with Rule 663, authorization must be obtained from both operators before movement can be made.

Eastward Interlocking Signal at MP 537.29 is a three-unit signal; the top unit governs movements on main track; the middle unit governs movements to west leg of wye; the bottom unit governs movements to by-pass track (951-952).

Eastward Interlocking Signal at MP 537.37 on track 901 is a three-unit signal; the top unit governs movements on track 901 to track 925; the middle unit governs movements through crossover to main track; the bottom unit governs movements through crossover to west leg of wye.

Westward Interlocking Signal at MP 538.63 is a three-unit signal; the top unit governs movements on main track; the middle unit governs movements to by-pass track (952); the bottom unit governs movement through crossover to track 925.

Riverside Branch:

MP 545.40 Riverside Junction ATSF Crossing:

Limits extend on Union Pacific transfer track from eastward interlocking signal MP 545.40 to westward interlocking signal MP 545.60.

Interlocking signal and power derrails in conjunction therewith, are under the control of ATSF Riverside Junction interlocking operator.

Trains wishing to enter interlocking limits from either direction will sound one long signal with engine whistle to interlocking operator, who will operate derail and clear signal.

RULE 663(b). Mission Tower: Following addition to Rule 663(b) applies at Mission Tower: Upon receiving oral authority of operator or signal maintainer.

RULE 669. Mission Tower: One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by operator to resume movement.

AUTOMATIC INTERLOCKING

RULE 680. Limits extend to interlocking signals on each side of following crossings:

Branch	Location	Crossing or Jct.
La Habra	***Santa Fe Springs	ATSF Crossing
	Bell	UPRR Crossing
Wilmington	**Slauson Junction	La Habra Branch
	Clement	Alameda Running Track
	Thenard	ATSF Crossing
San Pedro	Thenard	ATSF Crossing
W. Santa Ana	Paramount	UPRR Crossing
Santa Ana	Patata	UPRR Crossing
Baldwin Park	Euclid	ATSF Crossing
	Claremont	ATSF Crossing
Riverside	MP 544 Riverside	ATSF Crossing
Los Angeles Yard	Clement	San Pedro Br. Crossing
	Nadeau MP 487.32	ATSF Crossing

**Slauson Junction.....ATSF Crossing

Eastward movements from Wilmington to La Habra Branch must stop at aluminum marker post located 20 feet in advance of eastward interlocking signal, wait 20 seconds, then sound horn once to activate signal system. Movement may be conducted when switch reverses, and signal indicates proceed on diverging route.

For thru movements on Wilmington Branch, if signals indicate stop for eastward or westward movement, push button according to instructions posted in push button box.

Westward interlocking signal from La Habra Branch to Wilmington Branch will display a red aspect for movements approaching signal. After approach circuit has been occupied one minute, switch will reverse, and signal will display proceed indication.

If westward movement is to be made from either Wilmington Branch or La Habra Branch, and both approach circuits are occupied, operate push button bearing the name of branch until white light above push button is displayed. After one minute signal will display proceed indication.

***Santa Fe Springs

Switch indicator and derail are located on each side of ATSF tracks. Each derail is a spring derail that can be trailed through. A signal is located at facing point of each derail. When crossing the ATSF and switch indicator shows clear, remove lock on ground stand. The electric lock will release, then line derail and the signal will clear.

If switch indicator is at stop, contact ATSF train dispatcher immediately by telephone at each derail and be governed by his instructions.

If unable to communicate with train dispatcher and indicator is at stop, trainmen, after removing lock from derail, must ascertain that no movements are approaching, then place ATSF signals at stop by inserting key in circuit controller at crossing and holding for 10 seconds which places ATSF signals at stop. Within 5 minutes derail can be reversed and signal should clear. If signal does not clear after 5½ minutes proceed over crossing as provided by Rule 663(c).

The electric lock is equipped with two treadles. Depress upper treadle ONLY to remove lock. Depress lower treadle to unlock operating lever on derail.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Eastward W Indicator at MP 489.32 applies to Wilmington Branch only.

Eastward M Indicator with flashing white light at MP 491.23.

Westward M Indicator with flashing white light at MP 495.45.

Eastward M Indicator with flashing white light at MP 495.77.

Westward M Indicator with flashing white light at MP 496.13.

Westward Indicator at MP 495.45 and Eastward Indicator MP 495.77 governs movements from Carson siding only.

Main track M indicators displaying an illuminated M in top unit and flashing white light in lower unit indicates block clear. If M indicators are dark or the letter W is illuminated in W indicator, engines must stop and member of crew operate push button located at indicator. After 7 minutes for eastward engines or 9 minutes for westward engines, if block is unoccupied indicator will display proceed indication.

Eastward or westward engines in Carson siding before entering main track must operate push button and if block is clear a flashing white light will be displayed in lower unit. Member of crew will then line switch for main track. Illuminated M will be displayed.

Crew member of engine occupying approach circuits at above M indicator must operate CANCEL push button if through movement not to be made.

If proceed indicators are not displayed after push buttons have been operated, and if it is ascertained by communication or view of track that there are no opposing movements, engines may proceed with caution.

"J" YARD POWER OPERATED SWITCH

To activate J-7 switch, stop within 100 feet east of sound detector located 50 feet east of LA River Bridge, and sound whistle.

When SP is displayed in letter-type indicator, switch is lined for San Pedro Branch. Lower unit W indicates switch lined for Wilmington Branch. White light under indicators will flash when switch is lined and indicator is illuminated.

J-7 switch must be hand operated if automatic feature fails. Switch is V type and may be trailed thru.

Flashing white light located at J-7 switch for westward movements from San Pedro, Wilmington and Santa Monica Branches and when flashing indicates westward interlocking signal at Santa Fe Avenue is displaying a proceed indication.

Wilmington Branch: Within letter-type indicator limits, where main track hand-operated switches are not provided with block indicators and/or crew operated push-button, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used for meeting or passing of trains.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from:

Westward track MP 488.22 (End double track) Alhambra to MP 482.90 Mission Tower.

Eastward track MP 485.55 Valley Blvd. to MP 488.22 (End double track) Alhambra.

MP 488.22 (End double track) Alhambra to MP 532.43 (West Colton).

MP 484.94 State Street Junction to MP 496.51 (El Monte).

MP 489.68 (Bench) to MP 491.80 (Slover).

MP 538.70 (Santa Fe Interlocking) to MP 609.74 (Indio).

MP 618.41 (Thermal) to MP 732.38 (Yuma).

Baldwin Park Branch. Bench: CTC Limits extend between absolute signal and junction switch.

Aurant: At MP 482.90, east end. That portion of drill track 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Westward track signaled for movements in both directions between MP 482.90 and end of double track MP 488.22. Eastward track signaled for movements in both directions MP 485.55 and end of double track MP 488.22.

Callexico Branch: Limits extend from yard track between crossover switch west of station and both legs of wye track, Niland to Calipatria MP 675.01.

Main tracks between Santa Fe Interlocking and east end Beaumont, and between Araz and Yuma are numbered as follows:

No. 1 track—to north
No. 2 track—to south

Block signals are provided for movement of trains in either direction on both main tracks.

RULE 765. Except when moving on signal indication, yard engines must not occupy westward main track between A signal just west of Valley Boulevard MP 485.22 and Taylor Junction for switching movements without authority from train dispatcher. This authority may be obtained from train dispatcher by shops yardmaster and must be furnished by him to yard crews when performing switching. When switching is completed and yard engine clear of westward main track, yard crews must notify shops yardmaster immediately who will release track back to train dispatcher.

RULE 776. Ontario: Movements across UP track on spur governed by absolute dwarf type light signals which do not bear plate with letter A. Electrically locked derrails 200 feet either side of UP main track are controlled by UP train dispatcher. If electric lock fails to unlock within three minutes contact UP train dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

Pomona: Movements across UP main track on Chino Branch, under control of UP train dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UP train dispatcher by telephone and be governed by his instruction. Telephone in box at initial switch and in UP CTC house at crossing.

Call-on unit, near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

PUENTE BRANCH

Limits extend from absolute signal west of Bartolo, MP 503.60, to absolute signal east of Puente Jct., MP 512.30, and controlled by UP train dispatcher.

Trains operating between City of Industry and Los Nietos on Puente Branch must not leave City of Industry or Los Nietos until it has been ascertained that permission has been obtained from UP train dispatcher. Signal governing movement to UP displaying proceed indication, will be an indication that permission has been obtained.

Movements over UP crossing, MP 504.50, governed by absolute signals at crossing and controlled by UP train dispatcher. UP rules apply.

GENERAL REGULATIONS

RULE 825. When trains, engines, or cars are left standing in yards, a sufficient number of hand brakes must be applied on the lower end to properly secure cars.

In addition the following will govern:

Los Angeles:

A Yard.....	8 brakes
C Yard.....	6 brakes
Local Yard.....	3 brakes
Midway.....	6 brakes
Bull Ring.....	6 brakes
Cornfield.....	6 brakes
Aurant.....	6 brakes

West Colton Yard: When trains or cars are left standing in receiving or departure yard, not less than four hand brakes will be applied on descending end. When less than four cars, all hand brakes must be applied.

City of Industry: When cars are left standing on other than bowl tracks east of retarders, a sufficient number of hand brakes must be applied on lower end of track to properly secure cars.

In addition following will govern:

A Yd.:	less than 50 cars, minimum 5 brakes 50 cars or more, minimum 8 brakes
C Yd.:	less than 50 cars, minimum 4 brakes 50 cars or more, minimum 6 brakes

Irwindale: 6 hand brakes must be applied on lower end.

El Segundo—Wise Transfer.....	6 brakes
Dolores.....	4 brakes
Long Beach Storage Yard, Long Beach tracks 4, 5, and 6 on Berth 212.....	6 brakes

Yuma: Freight trains.....Two brakes on east end.
Four brakes on west end.

East Yard: Freight trains.....Two brakes on east end.
Five brakes on west end.

When fewer cars are left standing than meet hand brake requirements, all hand brakes must be securely applied.

Brake on cabooses on rear of train must be applied, but will not be included in the above count.

When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.

Brake on cabooses on rear of train must be applied, but will not be included in the above count.

Conductor and/or engineer will be held responsible for compliance with these instructions.

Portable rail skids are hung on post at following locations:

Pomona—west end.

Brockway Glass Company tracks have rail skids to prevent cars from rolling out. Crews must remove clamps before switching these tracks, and replace after switching.

Garnet—east end, north and south siding

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
496.60.....	El Monte and Bassett
503.30.....	Between Marne and Walnut
510.20.....	Between Walnut and Spadra
486.40.....	State Street
487.40.....	Between State Street and El Monte
494.80.....	Between State Street and El Monte
486.80.....	Between Dike and Bench
543.10.....	Between Loma Linda and Redlands
570.00.....	Between Banning and Owl
580.10.....	Between Fingal and West Palm Springs
604.40.....	Between Thousand Palms and Myoma
621.40.....	Between Thermal and Mecca
628.50.....	Between Mecca and Mortmar
636.63.....	Between Mortmar and Ferrum
649.10.....	Between Bertram and Frink
652.45.....	Between Frink and Wister
657.20.....	Between Wister and Niland
663.60.....	Between Niland and Iris
671.90.....	Between Iris and Regina
678.00.....	Between Cactus and Ogilby
715.00.....	Between Dunes and Araz
723.69.....	Between Araz and Colorado
729.90.....	Between Araz and Colorado
735.10 No. 1 track.....	Between Yuma and East Yard

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

HOT BOX DETECTORS

Illum. Letter	On Signal	Approach-ing	Location of Readout
H	Westward Absolute	Palm Springs	Westward Absolute Signal W.E. Palm Springs
H*	MP 586.12 (Main)	East end of Garnet	Eastward Absolute Signal MP 587.8
H	Westward Absolute	Ferrum	Westward Absolute Signal W.E. Ferrum
W	6434	Bertram	
W	6447	Ferrum	
H	Eastward Absolute	Bertram	Eastward Absolute Signal E.E. Bertram
H	Westward Absolute	Niland	Westward Absolute Signal W.E. Niland
W	6694	Iris	
W	6709	Niland	
H	Eastward Absolute	Iris	Eastward Absolute Signal E.E. Iris
H	Westward Absolute	Glamis	Westward Absolute Signal W.E. Glamis
W	7019	Glamis	
H	7036	Clyde	Eastward Absolute Signal E.E. Clyde
W	7000	Clyde	

*Displays flashing white light when "H" illuminated.

SCANNER SITES

MP	Type	Direction	Location
504.73	C	East and West	Marne-Walnut
564.30	C	East and West	Beaumont-Pershing
584.50	A	East and West	West Palm Springs-Garnet
608.50	B	East and West	Myoma-Indio
643.80	A	East and West	Ferrum-Bertram
670.50	A	East and West	Niland-Iris
700.40	A	East and West	Glamis-Clyde
722.50	C	East and West	Dunes-Araz

MP	Direction	Location	Location of Recorder
489.75	D	West	Stoneman
526.76	D	East	Guasti-South Fontana
543.10	D	West	Loma Linda-Bryn Mawr

Refer to Rule 827, All Subdivisions.

RULE 827-A. Westward trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at MP 516.

Refer to Rule 827-A, All Subdivisions.

RULE 837. Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

Lincoln Park Spur—State Street Line

Wise Transfer: All tracks.

El Segundo—Standard Oil: Cars must not be cut off in motion at any time.

Fullerton—Hunts Food Spur.

Long Beach: 1. Across bridge at 3rd Street.
2. All ore loads.

Redlands Branch.

Loma Linda to Garnet.

Alla—Flat cars 75 feet or longer must not be handled more than one at a time around curve of wye.

RULE 883. Light engines must not be left unattended between Colton and Indio unless protected by derail or inside switch.

AIR BRAKE RULES

RULE 17. Be governed by the following:

Retaining valves will be used on descending grades as follows:

Passenger Trains: Beaumont to Loma Linda, Beaumont to Garnet.

All accessible retaining valves will be used except when train does not exceed 6 cars per 4-axle unit dynamic brake or 8 cars per 6-axle unit dynamic brake.

Freight Trains: Retaining valves must be used on freight trains, excluding ore trains, on descending grades as follows: Beaumont to Loma Linda
Beaumont to Garnet

Without Dynamic Brake in Operation:

One retaining valve for each 80 tons in trains. If gross tonnage exceeds 80 tons per operative brake retaining valves must be used on all cars and speed must not exceed 15 MPH.

With Dynamic Brake in Operation:

Permissible tons per unit without retaining valves

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4-Axle	6-Axle	4-Axle	6-Axle	8-Axle
With dynamic brake in operation WITH-OUT pressure maintaining system of braking.	525	775	625	950	1250
With dynamic brake in operation WITH pressure maintaining system of braking.	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage.

Ore trains consisting of cars equipped with ABEL (empty and load) brake system as shown under Air Brake Rule 9, All Subdivisions, Beaumont to Loma Linda or Colton:

No. of Axles of Dynamic Brake in Operation in Train	No. of Retaining Valves Required
0—12	100%
12—23	75%
21—41	50%
42 or more	None

Freight trains without dynamic brake in operation using retaining valves will stop at the following stations for at least ten minutes to permit wheel heat radiation.

Eastward: Between Owl and Cabazon.

Westward: Between MP 553.00 and Ordway
Train inspection must be made as prescribed by Rule 827, at all wheel heat radiation stops.

Refer to Air Brake Rule 17, All Subdivisions.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

RULE 24-E. Will apply to trains arriving Los Angeles A unit, C unit, Shops, West Colton receiving yard, and Yuma.

RULE 25-A. Will apply at Beaumont.
Engineer while working power will make reduction of approximately 7 lbs., wait for slack to adjust, then make a 3 lb. reduction before releasing brakes. Trainmen will give proceed signal after noting reduction in brake pipe air pressure and knowing that the air pressure is being properly restored, as indicated by caboose gauge, and brakes on caboose have been released.

RULE 33. Redlands Branch, Beaumont to Garnet, Beaumont to Colton.

Maximum tonnage per operative brake 80 tons

Except trains other than solid beet trains on descending grade between Garnet and Colton with dynamic brake and pressure maintaining system of braking in operation with not more than 125 cars and speed not exceeding 20 MPH 100 tons

Trains handling sugar beets with dynamic brake and pressure maintaining system of braking in operation with not more than 110 cars and speed not exceeding 20 MPH 100 tons

Ore trains consisting of cars equipped with ABEL or ABDEL empty and load brake system as shown under Air Brake Rule 9, All Subdivisions 139½ tons

If retaining valves not required as prescribed by Air Brake Rule 17, must not exceed 25 MPH.

Without dynamic brake in operation while handling in excess of 80 tons per operative brake, train may proceed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

Eastward:	(Station) MP	to	(Station) MP	Speed
	563		589	20
	Beaumont		Garnet	
Westward:	(Station) MP	to	(Station) MP	Speed
	563		541	20
	Beaumont		Loma Linda	

PASSENGER TRAINS

RULE 39. Applies at Beaumont.

MISCELLANEOUS

1. The main tracks between Los Angeles Yard and El Monte are designated:

Alhambra Line:

El Monte to Los Angeles Yard via Alhambra.

State Street Line:

El Monte to East Bank Jct. via State Street.

2. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

3. South Gate—General Motors: Derails in tracks equipped, must be returned to derailing position when switching completed.

4. South Gate—Earle M. Jorgensen Co.: Bays No. 6 and No. 7, Spur No. 3, have warning bells located at entrance. Be governed by instructions posted.

Sign reading **STOP—Trainmen must not operate beyond this point** has been installed on Track No. 6275 on face of Western Gear Corp. building approximately 30 feet inside of industry's gate.

5. Fruitland: Bethlehem Pacific Steel Vernon Plant: Stop must be made on all tracks before entering buildings and trainmen must not ride on top of cars inside of buildings.

6. Southern Pacific employees using UP or ATSF tracks will have in their possession while on duty copy of current booklet containing information pertaining to Operating Rules of these railroads.

7. That part of Page 19 of the booklet containing information for the guidance of Southern Pacific employees in conjunction with their operation over Union Pacific and Santa Fe tracks is amended to read:

ATSF

Movements over ATSF tracks will be governed by SP Rules except the following ATSF rules will apply:

On territories where Rule 251 and 261 of the ATSF Railroad are in effect block signals equipped with number plates will be converted to **Permissive Signals** by installing on the signal mast a triangular yellow plate with black letter P painted on the plate.

Where the letter P appears on the mast of a signal, with arm in horizontal position or a red light displayed the name of such signal is a **Permissive Signal** and its indication is **Proceed at Restricted Speed**.

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

RULE 658 of the ATSF Rules Operating Department 1975, amended as follows:

When absolute block is established in advance of a train, such train must not pass a **Permissive Signal** or a signal in **STOP** position unless authorized to do so by the train dispatcher; except to leave the main track through a switch immediately beyond the signal. A train authorized to pass a "Permissive Signal" or a signal in "STOP" position must proceed at restricted speed to next governing signal.

8. Kaiser. Lead track from north line of Colton Ave., jointly used by SP and Kaiser Co.; the tracks within Kaiser plant jointly used by SP, ATSF, and Kaiser Co., and nine tracks within Kaiser plant jointly used by SP and Kaiser Co. SP crews must not go beyond a point 250 feet east of easterly lead switch (connection with ATSF) in "X" yard, or 200 feet east of crossover 222 at ore dump. All movements must be made with caution. Derails must be left in derailing position while switching at Kaiser plant, and secured in derailing position when leaving plant. Hand brakes must be secured on at least four cars on lower end when setting out on Kaiser plant tracks. When picking up cars at least four hand brakes must be secured on lower end of cut remaining in the track. If four cars or less, secure all hand brakes. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake test must be made as prescribed in Air Brake Rule 24-F.

Before coupling air hose on cars within Kaiser plant, engine must be placed against cars on track to be picked up and member of crew must be stationed at east switch, or switch to rear of cut, to prevent Kaiser or ATSF crews from switching or dropping cars against cut being handled by SP crews.

9. Train dispatching between Yuma and East Yard is under the jurisdiction of Tucson Division.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

10. LOAD LIMIT (car and contents):

**Los Angeles-West Colton	263,000 pounds
*West Colton-City of Industry	279,000 pounds
Chino Branch	251,000 pounds
***Baldwin Park Branch	263,000 pounds
*Los Angeles (J Yard) Watson	230,000 pounds
East Long Beach Branch	245,000 pounds
**El Segundo Branch	197,000 pounds
**South Los Angeles-Torrance	197,000 pounds
Torrance-End of Branch	197,000 pounds
Santa Monica-West Los Angeles	200,000 pounds
*Los Angeles-San Pedro	240,000 pounds
*Long Beach Branch	315,000 pounds
Daisey Ave. Drill Track	263,000 pounds
Alla-Inglewood Branch	170,000 pounds
Firestone Park-Dyer	240,000 pounds
**Anaheim-Studebaker	240,000 pounds
Dyer-Costa Mesa	230,000 pounds
**Puente Branch	279,000 pounds
**W. Anaheim-North Stanton	240,000 pounds
North Stanton-Huntington Beach	200,000 pounds
Tustin-Los Alamitos Branches	240,000 pounds
**Watts-North Stanton	260,000 pounds
North Stanton-W. Santa Ana	156,000 pounds
*Slauson Junction-Los Nietos	230,000 pounds
**Los Nietos-Brea Chem	230,000 pounds
Whittier Branch	240,000 pounds
**West Colton-Yuma	263,000 pounds
Ferrum-West Colton	279,000 pounds
Riverside Branch	240,000 pounds
Redlands Branch	230,000 pounds
San Bernardino Branch:	
Colton to MP 544.45	263,000 pounds
MP 544.45 to End of Branch	156,000 pounds
Calexico Branch	263,000 pounds
Sandia Branch	240,000 pounds
Yuma Valley Railroad	240,000 pounds

*Ore, when consisting of cars in series SP 345000 to SP 345669, may be handled not to exceed 279,000 pounds.

**Refer to Item (Q), Page 28, All Subdivisions.

***Trains handling cars in excess of 196,000 pounds gross weight on rail, but not exceeding 263,000 pounds gross weight on the Baldwin Park Branch, must not exceed 10 MPH when these cars are moving over structure at MP 520.76, Foothill Blvd. underpass at Upland, and structure at MP 530.60, Foothill Blvd. underpass at Fontana.

Between Niland and Calexico gross weight of 281,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance of 37 feet 0 inches center to center of trucks; also, wheels 38 inches or more in diameter. Movement of cars thus loaded allowed on entire Calexico Branch except siding structures at MP 686.80 and MP 687.34.

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23 feet 0 inches or more center to center and minimum axle spacing 5 feet 6 inches.

Unless authorized by Superintendent, heavier loads will not be handled.

11. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With Caution
Not Exceeding
MPH

Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip switches	10
Controlled sidings, turnouts and crossovers	25
River Station and Mission Tower	10
On balloon track Los Nietos connecting Puente and La Habra branches	15
Harbor Belt Line RR	15
Except:	
Pedro Main—DiCarlos lead switch to Ore Dock	10
Long Beach Harbor:	
All Tracks East of 7th St. MP 504.07	15
West Colton	15
Except:	
Track 100 MP 530.50 to 532.43 and By-Pass Track 951-952 MP 537.29 to 538.1	25
Diesel Facility:	
Tracks 600 to 610	8
Tracks 624 to 628 and Wye tracks	5
Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip switches	10
Controlled sidings, turnouts and crossovers	25
Except:	
Loma Linda west switch controlled siding (Ice Deck) MP 540.03	15
Pershing	20
Cabazon west switch siding MP 571.2	20
MP 729 crossover	35
Indio to Yuma through sidings	30
*Yuma—over, upon or across any street crossing	20

*Regulated by City Ordinance

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

Location	Passenger trains	All other trains
Pasadena Junction to First St.	15	15
First St. to Ninth St. Junction	50	25
Ninth St. Junction to Downey Road	25	20

12. State Street Line: Track auxiliary to main track, 5912 feet in length, located north of main track between State Street and State Street Junction, is in service.

Trains or engines using this track must proceed with caution not exceeding ten (10) miles per hour.

East switch and absolute signal controlled by CTC dispatcher Los Angeles.

Crossover leading from main track to auxiliary track equipped with electric switch locks.

All switches leading from auxiliary track must be left lined and locked for auxiliary track.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 25, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 28 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
LOS ANGELES TO WEST COLTON:					WEST COLTON TO LOS ANGELES:				
482.18 to 482.80			12	12	535.70 to 532.43			50	50
482.80 to 484.05			15	15	532.43 to 523.40			70	55
484.05 to 485.80					523.40 to 514.80			65	55
(Valley Blvd.)			25	25	514.80 to 507.80			65	50
485.80 to 488.22					507.80 to 491.33			65	55
(Alhambra)			40	40	491.33 to 489.89			30	30
488.22 to 488.23					489.89 to 485.80				
(Through turn-out)			35	35	(Alhambra)			40	40
488.23 to 489.89					488.23 to 488.22				
(Alhambra)			40	40	(Through turn-out)			35	35
489.89 to 491.33					485.80 to 484.05				
(San Gabriel)			30	30	(Valley Blvd.)			20	20
491.33 to 523.40			65	55	484.05 to 482.80			15	15
523.40 to 532.43			70	55	482.80 to 482.18			12	12
532.43 to 535.70			50	50					
LOS ANGELES YARD TO TAYLOR JUNCTION:					TAYLOR JUNCTION TO LOS ANGELES YARD:				
478.50 to 480.60					482.80 to 481.90				
(Dayton Ave. Tower)			40	40	(Taylor Junction)			15	15
480.60 to 481.67			20	20	481.90 to 481.69				
481.67 to 481.69					(East Bank Junction)			20	20
(North Main Street)			15	15	481.69 to 481.67				
481.69 to 481.90					(North Main Street)			15	15
(East Bank Junction)			20	20	481.67 to 480.60			20	20
481.90 to 482.80					480.60 to 478.50				
(Taylor Junction)			15	15	(L.A. Yard)			40	40
LOS ANGELES YARD TO EL MONTE VIA STATE STREET LINE:					EL MONTE TO LOS ANGELES YARD VIA STATE STREET LINE:				
484.89 to 485.38			25	25	496.46 to 495.34			30	30
485.38 to 495.34			40	40	495.34 to 485.38			40	40
495.34 to 496.46			30	30	485.38 to 484.89			25	25

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH between the following mile post locations:

Between West Colton and Alhambra:
MP 485.8 and MP 505
MP 512 and MP 516
MP 530 and MP 535.7

- BSMFF, APLAA, APLAB and GSLAF are authorized to operate at Column One speeds provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- LAEST, LAHOT, BSMFY, GUWCP, LAPXT, SCLAY, SCLAT, WCOAF and TPLAY and other trains may be authorized by train order to operate at Column One speeds not to exceed 65 MPH provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- When speed is to be restricted to 45 MPH by Air Brake Rule 33 account tonnage exceeding 80 tons per operative brake, the following trains: BSMFF, GSLAF, APLAA, APLAB, LAEST, LAHOT, when consisting of not more than 50% multi-level equipment, may be authorized by train order to operate at maximum speed otherwise allowed but not exceeding speed shown in the following table:

Number of Cars	Between 80 & 85 Tons Per Operative Brake	Between 85 & 90 Tons Per Operative Brake
1 to 50	70 MPH	65 MPH
51 to 60	65 MPH	65 MPH
61 to 65	65 MPH	55 MPH
65 to 70	60 MPH	
71 to 80	50 MPH	

In all other cases not covered in above table, Air Brake Rule 33 will apply.

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
CHINO BRANCH POMONA TO CHINO:			CHINO BRANCH CHINO TO POMONA:		
514.30 to 518.80		20	520.30 to 518.80		15
518.80 to 520.30		15	518.80 to 514.30		20
BALDWIN PARK BRANCH BASSETT TO BENCH:			BALDWIN PARK BRANCH BENCH TO BASSETT:		
497.30 to 501.40		20	537.81 to 535.00		25
501.40 to 508.40		25	535.00 to 522.50		30
508.40 to 511.90		30	522.50 to 522.00		25
511.90 to 512.12 (La Verne Curve)		15	522.00 to 519.12 (Third Avenue Upland)		30
512.12 to 515.60		20	519.12 to 518.89 (Euclid Avenue)		10
515.60 to 518.89 (Euclid Avenue)		30	518.89 to 515.60		30
518.89 to 519.12 (Third Avenue Upland)		10	515.60 to 512.12		20
519.12 to 522.00		30	512.12 to 511.90 (La Verne Curve)		10
522.00 to 522.50		25	511.90 to 508.40		30
522.50 to 535.00		30	508.40 to 501.40		25
535.00 to 537.81		25	501.40 to 497.30		20
AZUSA BRANCH ORANGE AVE. JCT. TO AZUSA:			AZUSA BRANCH AZUSA TO ORANGE AVE. JCT.:		
501.94 to 507.19		20	507.19 to 501.94		20

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.):					
480.65 to 485.55		10	WILMINGTON (ANAHEIM BLVD.) TO DAYTON AVE. TOWER:		
485.55 to 487.25		12	#501.40 to 493.30		20
487.25 to 487.39 (interlocking)		10	493.30 to 489.10		30
487.39 to 489.10		15	489.10 to 487.39		15
489.10 to 493.30		30	487.39 to 487.25 (interlocking)		10
#493.30 to 501.40		20	487.25 to 485.55		12
			485.55 to 480.65		10
WILMINGTON (ANAHEIM BLVD.) TO LONG BEACH:					
501.31 to 502.32		15	LONG BEACH TO WILMINGTON (ANAHEIM BLVD.):		
502.32 to 502.40		10	503.59 to 502.40		15
502.40 to 503.59		15	502.40 to 502.32		10
			502.32 to 501.31		15
FIRESTONE PARK TO COSTA MESA:					
489.10 to 491.92		30	COSTA MESA TO FIRESTONE PARK:		
491.92 to 492.00 (interlocking)		20	524.06 to 519.40		20
492.00 to 509.00		30	519.40 to 517.40		30
509.00 to 512.00		15	517.40 to 516.39		15
512.00 to 516.39		30	516.39 to 512.00		30
516.39 to 517.40		15	512.00 to 509.00		15
517.40 to 519.40		30	509.00 to 492.00		30
519.40 to 524.06		20	492.00 to 491.92 (interlocking)		20
			491.92 to 489.10		30
WEST ANAHEIM TO HUNTINGTON BEACH:					
509.00 to 513.60		30	HUNTINGTON BEACH TO WEST ANAHEIM:		
513.60 to 513.97		15	524.50 to 522.84		25
513.97 to 522.84		30	522.84 to 513.97		30
522.84 to 524.50		25	513.97 to 513.60		15
			513.60 to 509.00		30
SOUTH ANAHEIM TO TUSTIN:					
511.90 to 512.22		20	TUSTIN TO SOUTH ANAHEIM:		
512.22 to 512.60		15	516.70 to 514.91		20
512.60 to 514.53		20	514.91 to 514.53		15
514.53 to 514.91		15	514.53 to 512.60		20
514.91 to 516.70		20	512.60 to 512.22		15
			512.22 to 511.90		20
STUDEBAKER TO CITY OF INDUSTRY:					
497.57 to 497.75		10	CITY OF INDUSTRY TO STUDEBAKER:		
497.75 to 500.00		30	512.66 to 511.48		20
500.00 to 501.27		15	511.48 to 504.98 (UP)		#
501.27 to 504.93		30	504.98 to 504.93 (through switches)		20
504.93 to 504.98 (through switches)		20	504.93 to 501.27		30
504.98 to 511.48 (UP)		#	501.27 to 500.00		15
511.48 to 512.66		20	500.00 to 497.75		30
			497.75 to 497.57		10

Trains handling tank cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

#Trains must not exceed 20 MPH through junction switches UP tracks. Speed on UP tracks governed by UP rules, special rules and instructions.

##Trains or engines must not exceed 5 MPH westward over Carson Street MP 498.63 on Yard Track PB 9.

Trains with class of engine shown are further restricted between points shown below as follows:

CLASS OF ENGINE	CHINO BRANCH	SANTA ANA BRANCH			
	MP 519.95 520.30	MP 489.10 491.80	MP 497.67 503.43	MP 503.43 517.39	
EF-418		20	20		
AS-418	15	15	15	25	
CLASS OF ENGINE	STANTON BRANCH	TUSTIN BRANCH			
		MP 515.00 516.69	MP 517.70 518.92	MP 519.22 519.77	
ES-410, AS-410				15	
EF-418				10	
AS-418	25	15	15	10	

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
WILMINGTON BRANCH					
EIGHTH ST. TO DOMINGUEZ:					
484.70 to 486.00 (Santa Barbara Avenue)		10	WILMINGTON BRANCH		
486.00 to 487.92 (Gage Ave.)		20	DOMINGUEZ TO EIGHTH ST.:		
487.92 to 490.60 (103rd St.)		25	496.52 to 496.50 (Alameda St.)		20
490.60 to 493.37		30	496.50 to 494.58 (Alondra Blvd.)		30
493.37 to 494.58		20	494.58 to 493.56 (Rosecrans)		20
494.58 to 496.50		30	493.56 to 490.60 (103rd St.)		30
496.50 to 496.52 (Alameda St.)		20	*490.60 to 487.92 (Gage Ave.)		25
ORE TRAINS ONLY, OVER THE FOLLOWING BRIDGES:			487.92 to 486.00 (Santa Barbara Ave.)		20
489.43 (*Firestone Bridge)		15	486.00 to 484.70		10
495.21 (Compton Creek Bridge)		15	*No westward movements may be allowed on this bridge until ore train has cleared the bridge.		
EAST LONG BEACH BRANCH					
DOMINGUEZ TO EAST LONG BEACH:					
496.50 to 496.62 (Santa Fe Ave.)		15	EAST LONG BEACH BRANCH		
496.62 to 500.50		25	EAST LONG BEACH TO DOMINGUEZ:		
500.50 to 503.00		20	503.00 to 500.50		20
			500.50 to 496.62 (Santa Fe Ave.)		25
			496.62 to 496.50		15
EL SEGUNDO BRANCH					
WATTS TO EL SEGUNDO:					
489.92 to 491.75		20	EL SEGUNDO BRANCH		
491.75 to 493.05		25	EL SEGUNDO TO WATTS:		
493.05 to 493.13		10	501.73 to 498.02		20
493.13 to 498.02		15	498.02 to 493.13		15
498.02 to 501.73		20	493.13 to 493.05		10
			493.05 to 491.75		25
			491.75 to 489.92		20

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
TORRANCE BRANCH					
SOUTH LOS ANGELES TO HARBOR CITY:					
493.00 to 493.12 (Broadway)		10	TORRANCE BRANCH		
493.12 to 493.75		20	HARBOR CITY TO SOUTH LOS ANGELES:		
493.75 to 495.17		30	502.88 to 501.00		20
495.17 to 495.32 (Curve South of Rosecrans)		15	501.00 to 500.55 (Curves at Torrance Station)		15
495.32 to 495.86		20	500.55 to 497.41		25
495.86 to 495.94 (Curve at Vermont Ave.)		10	497.41 to 496.92		20
495.94 to 496.76		15	496.92 to 496.76 (Curves N. & S. of Gardena Blvd.)		10
496.76 to 496.92 (Curve N. & S. of Gardena Blvd.)		10	496.76 to 495.94		15
496.92 to 497.41		20	495.94 to 495.86 (Curve at Vermont Ave.)		10
497.41 to 500.55		25	495.86 to 495.32		20
500.55 to 501.00 (Curves at Torrance Station)		15	495.32 to 495.17 (Curve South of Rosecrans)		15
501.00 to 502.88		20	495.17 to 493.75		30
			493.75 to 493.12		20
			493.12 to 493.00		10
SANTA MONICA BRANCH					
LOS ANGELES ("J" YARD) TO SANTA MONICA:					
485.70 to 487.95		10	SANTA MONICA BRANCH		
487.95 to 499.59 (19th St.)		20	SANTA MONICA TO LOS ANGELES ("J" YARD):		
			499.59 to 487.95		20
			487.95 to 485.70		10
WEST LOS ANGELES BRANCH					
TALAMANTES TO HOLLYWOOD:					
496.80 to 498.10		10	WEST LOS ANGELES BRANCH		
498.10 to 500.63		20	HOLLYWOOD TO TALAMANTES:		
500.63 to 501.62		10	501.62 to 500.63		10
			500.63 to 498.10		20
			498.10 to 496.80		10
ALLA BRANCH					
CULVER JUNCTION TO VENICE:					
494.20 to 494.45 (Venice Blvd.)		10	ALLA BRANCH		
494.45 to 495.81 (Elenda St.)		15	VENICE TO CULVER JUNCTION:		
495.81 to 498.17		20	495.40 to 498.17		15
498.17 to 495.40		15	498.17 to 495.81		20
			495.81 to 494.45		15
			494.45 to 494.20		10

Trains handling tank cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

East Long Beach Branch: MP 497.59. All trains must STOP before crossing Del Amo Boulevard.

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
INGLEWOOD BRANCH					
ALLA TO INGLEWOOD:					
498.10 to 502.30		15	INGLEWOOD BRANCH		
			INGLEWOOD TO ALLA:		
			502.30 to 498.10		15
WEST SANTA ANA BRANCH					
WATTS TO WEST SANTA ANA:					
490.70 to 491.91		25	WEST SANTA ANA BRANCH		
491.91 to 491.93 (Alameda St.)		10	WEST SANTA ANA TO WATTS:		
491.93 to 495.60		25	514.96 to 514.33		20
495.60 to 496.20 (interlocking)		15	514.33 to 511.88		30
496.20 to 498.54 (Bellflower Blvd.)		25	511.88 to 511.19		25
498.54 to 496.20		25	511.19 to 498.54 (Bellflower Blvd.)		30
496.20 to 495.60 (interlocking)		15	498.54 to 496.20		25
495.60 to 491.93		25	496.20 to 495.60 (interlocking)		15
491.93 to 491.91 (Alameda St.)		10	495.60 to 491.93		25
514.33 to 514.96		20	491.93 to 491.91 (Alameda St.)		10
			491.91 to 490.70		25
LA HABRA BRANCH					
SLAUSON JCT. TO BREA CHEM:					
487.07 to 489.51 (Maywood Ave.)		20	LA HABRA BRANCH		
489.51 to 496.55 (Pioneer Blvd.)		30	SLAUSON JCT. TO BREA CHEM:		
496.55 to 497.28 (Norwalk Blvd.)		20	509.60 to 497.28 (Norwalk Blvd.)		30
497.28 to 509.60		30	497.28 to 496.55 (Pioneer Blvd.)		20
			496.55 to 489.51 (Maywood Ave.)		30
			489.51 to 487.07 (Holmes Ave.)		20
ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES:					
491.39 to 491.49 (Los Angeles River)		10	ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES:		
494.25 to 494.31 (Rio Hondo River)		15	496.47 to 496.39 (San Gabriel River)		15
496.39 to 496.47 (San Gabriel River)		15	494.31 to 494.25 (Rio Hondo River)		15
			491.49 to 491.39 (Los Angeles River)		10
WHITTIER BRANCH					
SANTA FE SPRINGS TO WHITTIER:					
497.30 to 499.27 (Whittier Blvd.)		15	WHITTIER BRANCH		
499.27 to 499.50		10	WHITTIER TO SANTA FE SPRINGS:		
			499.50 to 499.27 (Whittier Blvd.)		10
			499.27 to 497.30		15
LOS ALAMITOS BRANCH					
LOS ALAMITOS JUNCTION TO LOS ALAMITOS:					
514.30 to 518.10		20	LOS ALAMITOS BRANCH		
			LOS ALAMITOS TO LOS ALAMITOS JUNCTION:		
			518.10 to 514.30		20

Trains handling tank cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
WEST COLTON TO YUMA:									
532.43 to 538.52			50	50	YUMA TO WEST COLTON:			60	55
538.52 to 539.00			30	30	737.83 to 737.62				
539.00 to 545.28			60	50	737.62 to 735.25			60	55
545.28 to 548.24			50	40	(Track No. 1)				
548.24 to 554.82			40	40	735.25 to 734.50			40	40
554.82 to 563.35					(Track No. 1)				
(Track No. 1)			50	50	737.62 to 734.50			60	55
554.82 to 563.30					(Track No. 2)				
(Track No. 2)			50	50	734.50 to 732.10				
563.30 to 563.35					(Westward)				
(Through turn-					(Through turn-			25	25
out Track No. 2)			25	25	732.10 to 727.00			60	55
563.35 to 576.58			50	25	729.20 to 728.80				
576.58 to 585.00			45	25	(Through turn-				
585.00 to 591.50			55	25	out)			35	35
591.50 to 599.00			60	40	727.00 to 723.06			50	50
599.00 to 603.00			70	40	723.06 to 618.75			70	55
603.00 to 609.60			70	55	618.75 to 618.41			60	55
609.60 to 612.67			30	30	618.41 to 612.67			70	55
612.67 to 618.41			70	55	612.67 to 610.80			30	30
618.41 to 618.75					610.80 to 603.00			70	55
(Through turn-					603.00 to 589.00			60	40
out)			60	55	589.00 to 585.00			55	55
618.75 to 723.06			70	55	585.00 to 576.58			45	45
723.06 to 727.00			50	50	576.58 to 563.35			50	50
727.00 to 732.10					563.35 to 563.30				
(except)			60	55	(Through turn-				
727.80 to 729.20					out)			25	25
(Through cross-					563.35 to 554.82				
over)			35	35	(Track No. 1)			50	25
732.10 to 733.01					554.82 to 548.24			45	25
(Through turn-					563.30 to 554.82				
out)			25	25	(Track No. 2)			50	25
733.01 to 734.50					548.24 to 545.28			50	25
(Eastward)			60	55	545.28 to 539.00			60	25
734.50 to 737.62					539.00 to 538.52			30	30
(Track No. 1					538.52 to 532.43			50	50
and No. 2)			60	55					
737.62 to 737.83			60	55					

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH between following locations:

MP 530 to MP 540
MP 609 to MP 614

Maximum authorized speed for freight trains is 55 MPH except as follows:

- Freight trains handling empties other than working or deadhead cabooses must not exceed 40 MPH between the following locations account sand conditions:
MP 591.50 to MP 609.60 between Salvia and Indio.
MP 672.00 to MP 705.00 between Iris and Clyde.
- Between West Colton and Yuma, except on descending grade between Colton, MP 540, and Thousand Palms, MP 603:
 - BSMFF, APLAA, APLAB, and GSLAF are authorized to operate at Column One speeds provided train contains no restricted or empty cars except cabooses and does not exceed 80 tons per operative brake and 120 cars.

- LAEST, LAHOT, WCESP, LAPXT, SCLAY, SCLAT, TPLAY and BSMFY and other trains may be authorized by train order to operate at Column One speeds not to exceed 65 MPH provided train contains no restricted or empty cars except cabooses and does not exceed 80 tons per operative brake and 120 cars.

- When speed is to be restricted to 45 MPH by Air Brake Rule 33 account tonnage exceeding 80 tons per operative brake the following trains: BSMFF, GSLAF, APLAA, APLAB, LAEST, LAHOT, when consisting of not more than 50% multi-level equipment, may be authorized by train order to operate at maximum speed otherwise allowed but not exceeding speed shown in the following table:

Number of Cars	Between 80 & 85 Tons Per Operative Brake		Between 85 & 90 Tons Per Operative Brake	
	1 to 50	70 MPH	65 MPH	65 MPH
51 to 60	65 MPH		65 MPH	
61 to 65	65 MPH		55 MPH	
65 to 70	60 MPH			
71 to 80	50 MPH			

On descending grades between Colton, MP 540, and Thousand Palms, MP 603, maximum authorized speed prescribed for trains qualifying under above table is 40 MPH. In all other cases not covered in above table Air Brake Rule 33 will apply.

- On descending grade, between Colton, MP 540, and Thousand Palms, MP 603, freight trains with no restricted cars may operate:

- Not exceeding 70 tons per operative brake and 120 cars. 40 MPH
- 70 to 80 tons per operative brake and not more than 120 cars and not more than 250 tons per axle of dynamic brake. 40 MPH
- Exceeding 250 tons per axle of dynamic brake 25 MPH

- Trains qualifying under following chart are authorized to operate at Column 1 speeds not exceeding 40 MPH consistent with local restrictions account grade or other conditions and provided train contains no restricted cars and does not exceed:

Number of Cars	Tons Per Operative Brake
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
NILAND TO CALEXICO:			CALEXICO TO NILAND:		
Niland, through cross-over and turnouts.....	15		708.88 to 699.87.....		30
667.40 to 667.83 (weye switch).....	20		699.87 to 698.90 (Main St., El Centro).....		15
667.83 to 685.70.....	40		698.90 to 686.80.....		40
685.70 to 686.80.....	25		686.80 to 685.70.....		25
686.80 to 698.90.....	40		685.70 to 667.83.....		40
698.90 to 699.87 (Main St., El Centro).....	15		667.83 to 667.40 (weye switch).....		20
699.87 to 708.88.....	30		Niland, through cross-over and turnouts.....		15
ON SANDIA BRANCH.....			ON SANDIA BRANCH.....		
30			30		
COLTON TO NORTH REDLANDS:			NORTH REDLANDS TO COLTON:		
539.00 to 540.33 (Coburn St.).....	15		549.20 to 548.07.....		10
540.33 to 542.00.....	20		548.07 to 543.70 (Curves Alabama St.).....		20
542.00 to 542.11 (Curve).....	10		543.70 to 543.60 (Curve).....		15
542.11 to 543.60.....	20		543.60 to 542.11.....		20
543.60 to 543.70 (Curve).....	15		542.11 to 542.00 (Curve).....		10
543.70 to 548.07 (Curves Alabama St.).....	20		542.00 to 540.33 (Coburn St.).....		20
548.07 to 549.20.....	10		540.33 to 539.00.....		15
COLTON TO RIVERSIDE JUNCTION:			RIVERSIDE JUNCTION TO COLTON:		
538.95 to 539.59.....	20		545.40 to 544.80.....		20
539.59 to 543.78.....	30		544.80 to 543.78.....		30
543.78 (Santa Fe crossing).....	20		543.78 (Santa Fe crossing).....		20
543.78 to 544.80.....	30		543.78 to 539.59.....		30
544.80 to 545.40.....	20		539.59 to 538.95.....		20
BRYN MAWR TO CRAFTON:			CRAFTON TO BRYN MAWR:		
544.50 to 546.60.....	20		551.40 to 549.90.....		20
546.60 to 549.90 (over streets).....	10		549.90 to 546.60 (over streets).....		10
549.90 to 551.40.....	20		546.60 to 544.50.....		20
YUMA VALLEY RAILROAD					
0.10 to 0.53.....	10				
0.53 to 14.70.....	25				
14.70 to 18.09.....	10				

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains with class of engine shown below are further restricted between points shown, as follows:

CLASS ENGINES	RIVERSIDE BRANCH	SANDIA BRANCH
	MP 545.40 TO MP 546.36	MP 691.04 TO MP 697.70
ES-410, AS-410	15	20

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 62.

RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

"SP FOREMAN AT MP CALLING SP (Train No.)"

(After train answers giving his identification):
(i. e.) SP Train

Foreman's Response

"THIS IS SP FOREMAN . . . IN CHARGE OF THE WORK BETWEEN MP . . . AND MP SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH"*

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . BETWEEN MP . . . AND MP . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . , BETWEEN MP AND MP MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

Foreman's Response

"THIS IS SP FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR OF TRACK . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH."

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . ON TRACK BETWEEN MP AND MP AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ON TRACK , BETWEEN MP AND MP MPH OK."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6